PRACTICALLY THE WORLD'S MOST POPULAR MODELING MAGAZINE!

Military Miniatures IN REVIEW

MasterCon Mojo!

The Resicast Bren Gun Carrier conversion

New resin Centurion from Corée of Korea

ZIS-5 fuel truck in 1/48th scale

Detailing the Alan Marder II D

Mauserwagen, DML's 250 with a punch

Academy's brand new M12 SPG

ICM's big, bold T-28 bridgelayer

DREAM MACHINE: Dragon's 250 alte w/puppchen

Azimut Maresal

Get Outta Dodge
Skybow's 3/4-ton trucks

Hurry! They're almost out of MMiR!

MMiR: helping you get in touch with your inner dweeb since 1994!

$9.95 CANADA $15.95

01>

7 25274 90024 4

No. 22

NEW FIGURE FEATURE: MODEL CITIZEN

BATTLEGROUNDS

6027 HEDGEROW TANK HUNTERS 1/35
FALLSCHIRMJAGER, NORMANDY 1944

6029 SURVIVORS 1/35
PANZER CREW, KURSK 1943

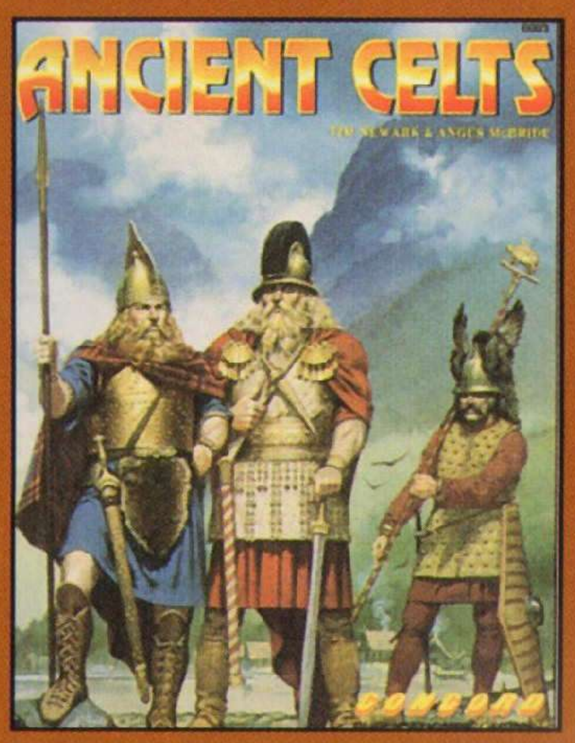
6038 AFRIKA KORPS INFANTRY 1/35

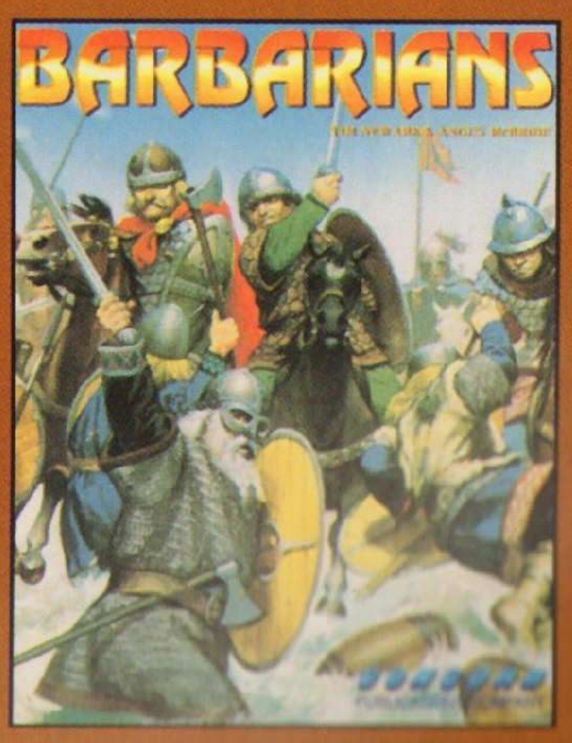
1626 OBERFELDWEBEL , 6TH ARMY
STALINGRAD 1942

1/16 SCALE

1627 HAUPTMANN GD Pz.DIV
KARACHEV 1943

DRAGON





CONCORD PRESENTS THE ARTWORK OF ANGUS MCBRIDE

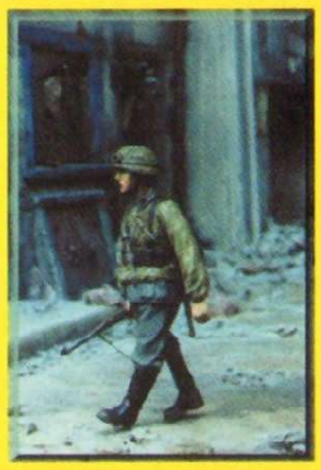
Each of these magnificent volumes contains 20 full color plates depicting interacting figures in a realistic setting. Angus McBride is a master of creating ancient worlds and the reality of battle.

MARCO POLO IMPORT

http://www.marcopoloimport.com

WA 35303
SDKFZ 250 Crew
$23.95

WA 35304
Grenadiers Running
$23.95



WA 35305
SS Infantryman
$12.95

WA 35306
SS Grenadier
$12.95

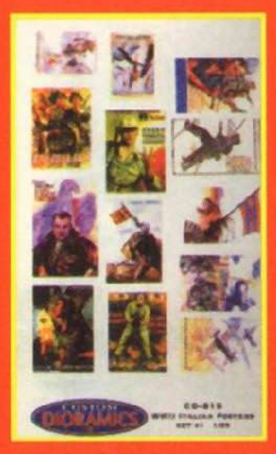
THE LATEST RELEASES!

WARRIORS

CUSTOM DIORAMICS

CD 147
Kharkov City #1
$17.95

CD 401
Rubble
$4.95



CD 215
Italian Posters
$4.95

New
Y2K Catalogs. Buy one or both
and
get a free 12-Month subscription to our Newsletter.

VLS WCT0 - Contains the complete Warriors, Custom Dioramics and Techstar lines in full color.....$7.95

VLS 00 - Our complete up to date Mail order catalog, listing all of the over 17,000 products we offer.....$6.00

HT BH09
8th ARMY SOLDIER
$12.95

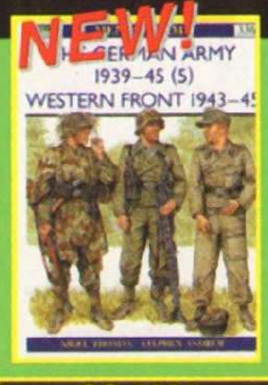
REMEMBER TO ASK ABOUT THE LATEST HEAD SETS FROM HORNET!! THEY ARE THE BEST IN THE BUSINESS. HORNET'S AND WOLF'S ENTIRE LINES OF PRODUCTS ARE AVAILABLE EXCLUSEVILY FROM VLS.

HORNET

WF WSH25
GER. MEDIC-2 FIGS
$23.95

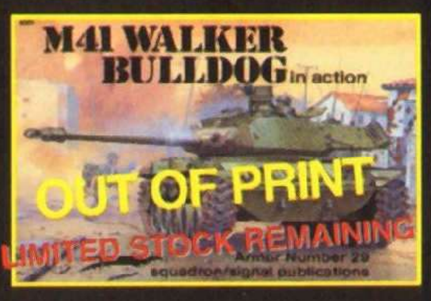
TA 35239
FAMO Halftrack
1/35 $82.95

HI 793
Spearheading D-Day
$37.95



OS 0336
German Army 39-45
#5 $12.95

OS 0668
Ostfront
$22.95



SS 2029
M-41 in Action
$8.95

HF 010
LVTP5 Interior
$99.98

VLS VLS VLS

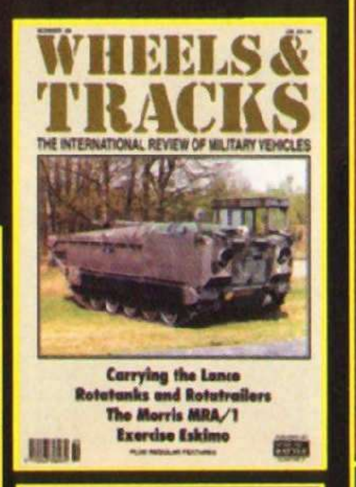
1011 INDUSTRIAL COURT, MOSCOW MILLS, MO. 63362
Phone (636) 356-4888 Fax (636) 356-4877 www.modelmecca.com

IC 35381
Rocket Volley
System BM21
1/35 $25.98

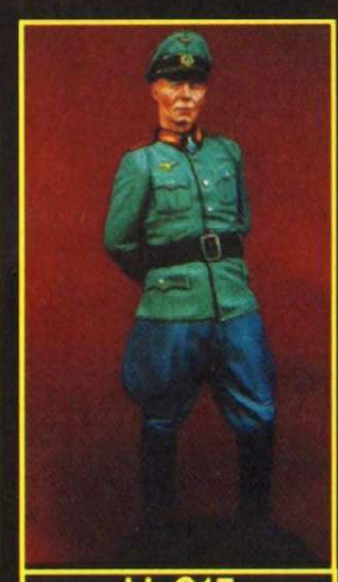
IC 72531
Btr-152V
1/72 $9.98

DR 6124
GD Div 1943
1/35 $7.98

DR 6118
5cm PAK 38
1/35 $19.98



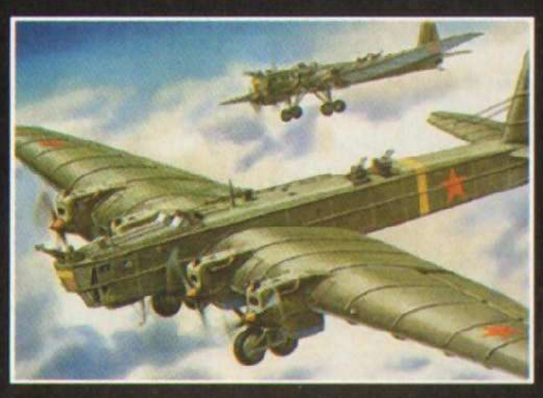
WT 069
Wheels & Tracks
$6.95



LL 017
ROMMEL
1/16 $32.95

Plastic Perfection

Reach it with the extensive line of highly detailed kits from ICM.



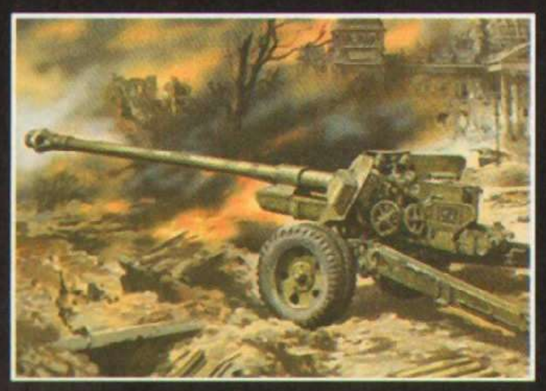
72091 - TB-3 (4xM17)
Scale 1:72

72111 - Fokker E.IV
Scale 1:72

72531 - BTR-152V
Scale 1:72

72561 - ZiL-157
Scale 1:72

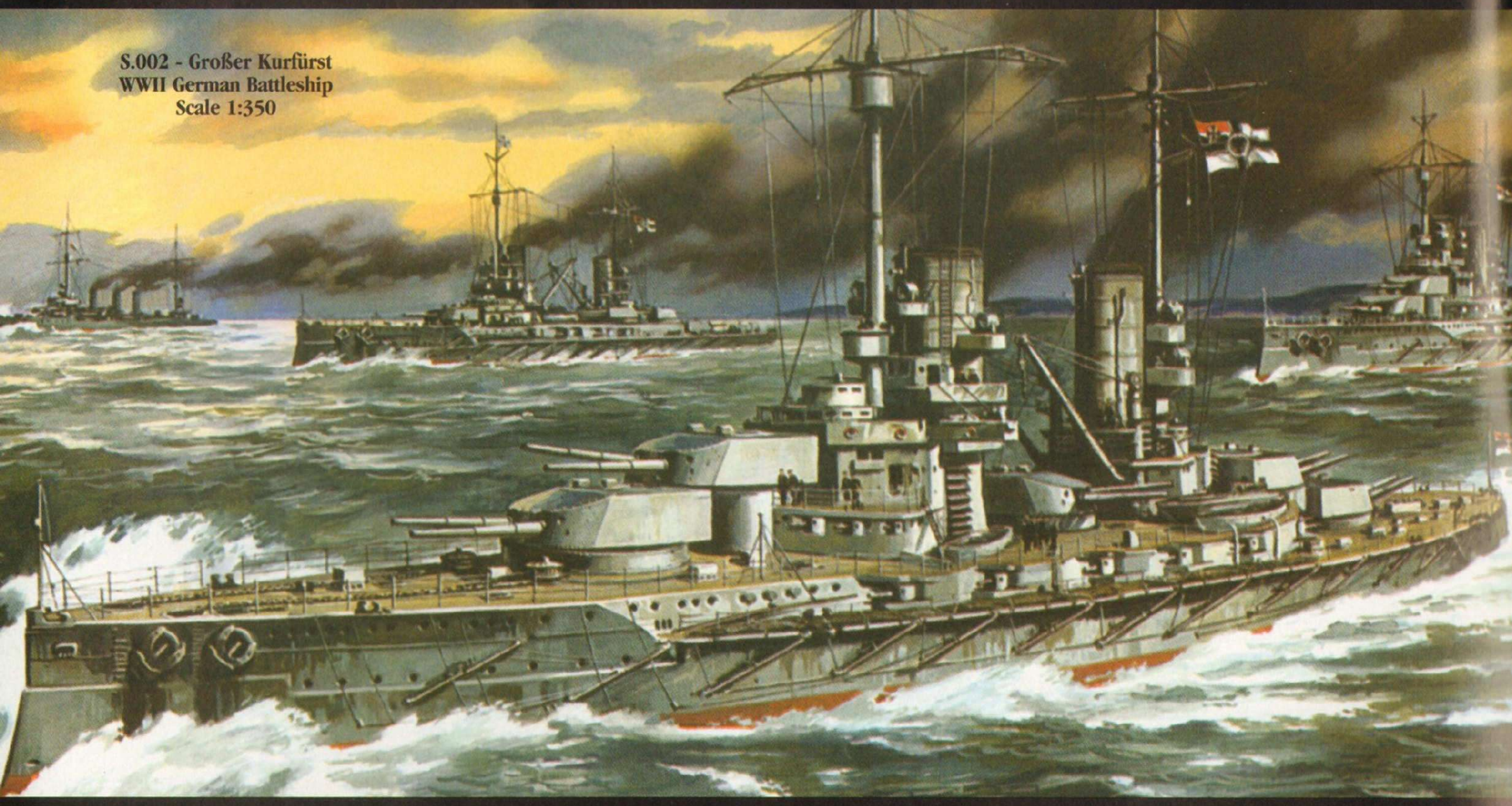
35261 - German Tank Crew
Scale 1:35



35141 - Soviet 100-mm field gun
Scale 1:35

35361 - Pz.Kpfw V Ausf.D "Panther"
Scale 1:35

35231 - Pz. Kpfw II Ausf.D
Scale 1:35



S.002 - Großer Kurfürst
WWII German Battleship
Scale 1:350

Imported by ICM USA
2600 Spring Street, Redwood City, CA 94063
(650) 365-7200 • Fax (650) 365-3917
Available through
MMD, Sentai, VLS, Stevens International and others
Visit us on the web: www.icm.com.usa
e-mail us at: icmusa@hotmail.com

ICM 2000 FULL COLOR CATALOG: $5.00

MILITARY
Miniatures
★ ★ ★ ★ ★ ★ ★ IN REVIEW ★ ★ ★ ★ ★ ★ ★

C O N T E N T S

In Review

Cover: MasterCon Mojo 20
Maybe it really is something in the water.

Have gun will travel 24
A little bit of resin from Resicast plus a little bit of plastic from Tamiya.

Ben Gurion Centurion 28
The all new resin extravaganza from Corée of Korea.

Gettin' Fuelish 34
It's a quarter scale romp with a ZIS-5 fuel truck.

Marder Madness 38
The story of one man's courageous detailing journey into madness.

Mauserwagen 43
Converting the DML roadster into an SPW with a punch.

Topless tank 52
Academy's brand new M12 SPG.

Bridging the gap 58
ICM's big, bold T-28 bridgelayer.

Dragon's 250, take five 61
Just how far can you go with a brand new kit?

The mighty Maresal 74
A huge hunk of Rumanian resin from Azimut.

Features

The Mail Sack 5
The readers speak.

Short Takes 7
Our look at all the latest dope from around the world.

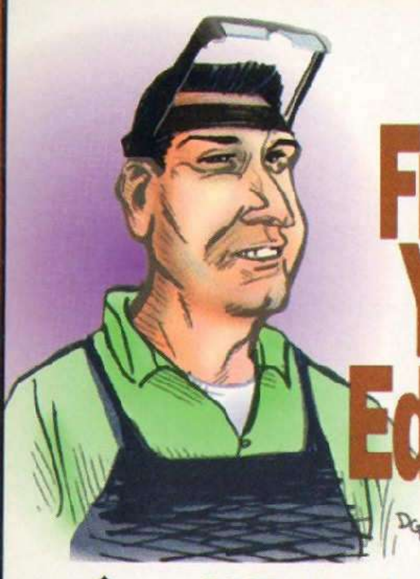
The Idea Bank 18
We want it now! Our feature on what should be available, updated quarterly.

Mini-Men 66
A somewhat expanded peek at what's new on the figure front.

Model Citizen 78
Our spanking new feature on figure building basics.

ON THE COVER:

It's back to the heartland one more time for a look at all the crazy goings on at MasterCon, the VLS Corp's wacky end of summer show. The diorama on the cover is yet another big scale masterpiece by Greg Cihlar of Illinois. This 120mm scene features the VP Panzer III.



From Your Editor

My last editorial created somewhat of a small controversy. I got a great deal of e-mail and mail in regards to the subject matter and some of the more coherent responses are reprinted in the Mail Sack.

I was a little surprised at two things from the responses. One was the number of times people wrote to say that they couldn't believe I could write so little on the subject. I obviously had only the one page!

The other surprising thing is that people would get so incensed over doubting the superiority of German armor in WW2. At least a couple guys were down right offended. My main thrust in writing on the subject was simply to make one look a little differently at history, not to rewrite it. In our rush to adore all things German, I really do think we sometimes loose sight of the end result: they lost.

↑ Artist's interpretation

I'd like to take this space to further elaborate (briefly!) on what I discussed last time. Consider this: Michael Wittman's romp through the Villers Bocage is impressive. He kicked-ass there because he was a bold, audacious and superb tactician. He knew and appreciated the value of shock and surprise and how to use it to his supreme advantage. He also knew how to balance risk into the equation. Sun Tzu would have been proud, as this is what he preached over one thousand years ago. Wittman took with him to the Villers battle a weapon that was not ideally suited to the task: the Tiger. It was a bit slow and large to engage in a close-quarters battle. At such close ranges, the Tiger's thick hide is not the asset it was at longer ranges (see "risk," above). He was hit three times and a 57mm AT gun eventually immobilized his tank.

I am in no way trying to minimize Wittman's accomplishments, but what I wonder is, could he have done the same thing in a Sherman? I think he could have. Point being, it's the way a weapon is used, rather than the weapon itself.

To continue to use Wittman as an example, he and his tank were eventually taken out by a group of Shermans of the Northhamptonshire Yeomanry. This single Sherman troop, with only one Firefly, brought about the destruction of three Tigers in about 12 minutes on August 8th, 1944. This was fought at a range of about 800 yards. Under the right conditions and with crews possessing the "right stuff" a great deal is possible. (For a superb and accurate account of Wittman's adventures at Villers-Bocage as well as his subsequent death, check out *Villers-Bocage, Through the Lens*, by Daniel Taylor, After the Battle, ISBN: 1 870067 07 X)

The Firefly was not the complete and only anecdote to German armor. This 77mm weapon had a good muzzle velocity and excellent AP ammo. But you didn't just point at a Tiger and wish it away. Skill earned through experience was the deciding factor. Incidentally, the 76mm gun of the Sherman performed in a similar matter when equipped with the proper HVAP ammo.

The Russians also derived a significant dividend from all their experience facing the Tiger. Dmitriy Loza, in his book, Commanding the Red Army's Sherman Tanks, recounts a technique developed in his unit to defeat a Tiger. Two Shermans (76mm armed M4A2's) would assault the Tiger from the front (see "risk," above), one slightly to the left flank and the other slightly to the right. The right tank would throw an AP shell into the left side track (on the right side of the advancing Sherman) where it curves around the hull. Once this track was broken, the Tiger would suddenly lurch to its left, presenting its right side armor to the other Sherman. A well-placed AP shot to the rear sponson set the fuel tank on fire. Scratch one Tiger.

By bringing up U.S. tank ace Lafayette Pool, I was trying to illustrate that when American crews took the time to learn the tactics that worked against the big cats, they were successful more often that not. True, both the U.S and the British took casualties as a result of the thinner armor and somewhat more anemic gun. But, many of these casualties can be attributed to poor training and lack of combat experience. If I hear the "our tanks are worth ten of yours, but you always have eleven" story again, I'm going to puke.

American and, to a certain extent, British troops were very low on combat experience when they landed on the Normandy beaches. The Germans possessed it in spades. Combat experience only comes one way: the hard way. There are plentiful anecdotes of U.S. tankers facing off with the Tiger or the Panther and getting the short end of the stick. Once tank crews learned, they would no longer use those same tactics that got them in trouble in the first place (if they were still alive). This was also true of the infantryman. Contemporary literature is chock full of stories of the long road to victory faced by the lowly foot soldier in the Second World War.

In my opinion, one of the things that helped perpetuate those horror stories was the very inefficient U.S. replacement system used in the ETO. As the war dragged on, many times severely inexperienced crews were stuck into Shermans with the inevitable tragic results.

Last time, I mentioned Belton Cooper's excellent book, Death Traps. This is his recounting of his experiences as a young armor officer in the 3rd AD. The title refers to the argument that we needed a better tank, much sooner than we had it. Believe it or not, this is a real old debate that first erupted after the war. The press made quite a stink about the delays in the introduction of the Pershing. Cooper states in his book that Patton was one of the primary obstacles to the introduction of the Pershing. Although later classified as a medium tank, the Pershing was originally classified as a heavy tank and Patton's concern was simple logistics. Heavier and wider tanks meant it would be more difficult and time consuming to replace them. The overall strategy at the time was one of speed—the allied blitzkrieg.

No doubt the Pershing was a better tank than the Sherman. It mounted the excellent 90mm gun and although its armor was thicker, there is an important point to keep in mind: it wasn't enough. WW2 German tank and anti-tank weapons such as the 7.5cm L/70 and the 8.8cm L/71 were the finest on the planet at the time. They were capable of defeating ANY tank then fielded, including the JS2, the Pershing and all their own tanks. Mr. Cooper inadvertently makes this point when he describes punching a hole in the front glacis of a King Tiger with a Panzerfaust.

The Pershing's combat debut was spoiled by three 8.8cm shells fired from a Tiger. Soon after, another was knocked-out by a Nashorn. Although it didn't see service very long, I believe it's limited record confirms that the antidote to German armor was more than just a big gun.

I know I wasn't there and all this is simply one guy's opinion. Occasionally, it's good to look at history in a different light. History isn't just linear; events don't just run uninterrupted in a straight line. They are influenced by countless other factors. And sometimes THAT is the most interesting thing about it!

—Pat Stansell

MILITARY Miniatures IN REVIEW

Who to blame
PAT STANSELL
E-MAIL: MMIRPAT@AOL.COM

Editorial Contributors
THOMAS ANDERSON
BARRY BEAUDRY
FRASER GRAY
A.J. GREENLAND
JOE MORGAN
JOE PORTER
JOHN SMALL
KEYSER SOZE
NICK VANSTON

Advertising Sales
JOHN SMALL
561-738-6333 OR 561-266-9686
E-MAIL: MMIRJOHN@AOL.COM
VOICE MAIL MESSAGES AT PROMPT NUMBER 3

Some of the Photography
PAT STANSELL

Some of the other Photography
BARRY BEAUDRY
A.J. GREENLAND

Staff Artists
DAVE BERNS
LONG DUC DONG

Additional Artwork
DAVE BERNS

Threat Management
HUGH N. WATARMY

Camptown Racetrack
FIVE MILES LONG

Jump down, turn around
PICK A BALE OF COTTON

Damned Dirty Ape
TONY BONITATIBUS

So short you can barely see him
BRIAN KEOUGH

Military Miniatures in Review, first quarter, 2000.

MILITARY MINIATURES IN REVIEW is published quarterly by Ampersand Publishing Company, Inc. 235 N.E. 6th Avenue, Delray Beach, Florida 33483. **Tel: (561) 266-9686 Fax: (561) 266-9786**. E-mail: **mmir35701@aol.com**. Application to mail at periodicals postage rates is pending at Delray Beach, Florida and at additional mailing offices.

SUBSCRIPTION RATES: U.S.; $35.00 for 4 quarterly issues, Canada; $45.00, Mexico; $53.00. Individual issues; $9.95. Foreign post offices please inquire for rates. U.S., Canadian, Mexican and South American subscription agent: **RZM Imports, P.O. Box 995, Southbury, CT 06488. (203) 264-0774. E-mail: rzm@rzm.com**

For information and rates in Hong Kong and the Far East contact: Falcon Supplies Co., Unit 203, Chit Lee Commercial Building, 30 Shaukiwan Road, Hong Kong Tel: 8862290 Fax: 8863001.

For information and rates in the UK and Europe contact: Historex Agents, Wellington House, 157 Snargate Street, Dover, KENT CT17 9BZ Tel: 01304 206720 Fax: 01304 204528 E-mail: sales@historex-agents.demon.co.uk

©2000, Ampersand Publishing Company, Inc. All rights reserved. This publication may not be reproduced in part or in whole without written permission from the publisher, except in cases where quotations are needed for reviews. POSTMASTER: Send address changes to MILITARY MINIATURES IN REVIEW, Ampersand Publishing Company, Inc. 235 N.E. 6th Avenue, Delray Beach, Florida 33483.

Military Miniatures in Review will only return material if return postage is included with submission. MILITARY MINIATURES IN REVIEW is not responsible for damage which occurs in the mailing process.

Throughout this publication, trademarked names are used. Rather than put a trademark symbol in every occurrence of a trademarked name, we are using the names only in an editorial fashion and to the benefit of the trademark owner, with no intention of infringement of the trademark.

Created and printed in the U.S.A.

Ampersand Publishing COMPANY, INC.

The Mail Sack

Narrow gauge minded

I read with great interest the article by Barry Beaudry in which he describes the construction of the little German narrow gauge switch engine produced by Commander Series Models. Perhaps I can provide a little bit of information about this obscure hunk of military motive power.

These engines were indeed developed for use by the military and were classified as the KML-3 or Kriegs-Motorlokomotive-third model. The Deutsche Reichsbahn gave them the classification Köf II, which when broken down means: K = Kleinlokomotive (small locomotive) ö = öl (oil or diesel powered) f = flussigkeitsgetriebe (hydraulic transmission) and II = 51 to 150 horsepower. They were used to schlepp V-2's around, as Barry stated, as well as around munition depots, etc. They were usually built to run on 750mm narrow gauge track. However, a few were built for 600mm gauge, but those were eventually converted to 750mm. After the war, those that were still serviceable were assigned to the various narrow gauge lines within the DDR. Two of them were put into service on the Baltic Sea island of Rügen.

They were, as previously mentioned, diesel-hydraulics. This meant that the diesel motor drove a hydraulic transmission, which was connected to a blind axle under the engineer's cab. This axle, without wheels, had crank pins and counterweights on both ends that were connected to the three drivers on each side by means of long connecting rods, similar to those on a steam locomotive. The wheels were inside the frame with the rods, counterweights and crank pins were on the outside. The Deutz six-cylinder engine produced 105 horsepower, which was capable of propelling them down the track at a ballast scorching 20 kilometers per hour. The firm of Gmeinder in Mosbach/Baden was one of the manufacturers of this version of the Köf II, as produced by Commander Series Models.

Finally, I would like to say that I am glad to see an increase in examples of military railroad equipment being produced in miniature. Maybe someone will come out with figures representing German railway troops posed as engineers, brakemen, Eisenbahnpioniere, etc.

I hope that this is of some help and thank you for the best military modeling magazine around

—Joe Romelton

Here's an idea

I like the direction "The Idea Bank" has taken in your magazine on page 18 volume number 21.

The hobby has improved a lot in the past 25 years. There really are a lot of new World War II military kits on the market. I have about 160 of them; 120 are assembled and about half of those are painted and finished. They are all assembled "out of the box," with some detail improvements up to a good quality standard. The reason that only half are finished is because I assemble and build models in groups. I assemble them up to the airbrushing stage and then paint them in groups of five to ten. I call it "assembly line style."

Nearly every plastic scale modeler has his own modeling philosophy and purpose for collecting and assembling model kits. For myself, I collect and primarily build military models of ground weapons that were numerically important and actually used in combat during the Second World War. My model collection is purely historical. That is my primary reason for building and displaying them. I have never been interested in building models of prototypes, experimental vehicles or drawing board design sketches. Those are subjects that are interesting to read about in books but I really don't need (or want) any models of them. Most of the subjects that I would like to see in model kit form exist in museums somewhere in the world. Some are relics that are still sitting on the battlefield.

There really aren't very many more models of German, American or Russian World War II equipment that I am willing to buy. In my opinion, the hobby manufacturers need to move on to other nationalities that participated in the Second World War. A manufacturer could develop an entire product line based on the Italians and/or the Japanese. There are still only a handful of 1/35th-scale kits covering these subjects. The Italians and the Japanese are the most neglected nationalities in our hobby. The hobby also needs some good sets of French 1940 era infantry and Polish 1939 infantry. I would like to see Italeri reissue a lot of kits that I believe they have done in the past. Also, in my opinion, I would like to see Tamiya stop re-working their old kits. They were good enough and I have nearly all of them. I'd rather see them work on new subjects. After all "variety is the spice of life." Keep up the good work on your fine magazine.

—Richard Vangampler
JVangampler@aol.com

The key phrase is "not always"

Enjoyed your editorial and as far I'm concerned you could have used another page to expand your thoughts. Too bad the editor won't give you more space. Stephen Ambrose talked about the ETO air superiority in Citizen Soldiers. I think the German vets who thought they might have been able to win without all those damned airplanes were looking at it from the perspective that they couldn't move during the day without some P-47 jock shooting their ass off. If they had been able to move, they could have outmaneuvered the allied ground forces, as they did at the Bulge. My perspective is that when I see airplanes overhead, I don't need to see any from the other side—the only thing that's unfair is for me to get my ass shot off!

For some reason the Army Air Corps and then the Air Force could never get the close air support thing right. Even when it was the Army Air Corps, there was a division between the Army and it's Air Corps to the degree that they were essentially separate services long before the Air Force was formed. Marine air has always been an integral part of Marine operations and many Marine aviators transition from air to ground commands. General Roy Geiger commanded Marine air on Guadalcanal, but by the time of Okinawa he commanded ground forces, taking command of the 10th Corps when Army General Buckner was killed.

What really wins wars is effective combined arms operations. Air superiority gives the commander more options and makes more things possible. Just look at the Gulf War. What won WWII was teamwork from the factory to the frontline and the American fighting spirit. Not many will admit it (George Patton knew it), but Americans are the most peace loving and warlike people to ever live. Certainly it seems like an enigma on the face of it, but it's true. Americans go reluctantly to war, but once the shooting starts, look out!

I've never subscribed to the idea that the Sherman was somehow a "bad" tank. It did what it was designed to do and did it very well. Maybe it's just me, but that sounds like a success. There are many bullshit stories from WWII: the F4F Wildcat was inferior to the Zero is a classic. Alright, I know you hate airplanes, but hear me out. The F4F achieved a 6 to 1 kill ratio over the Zero, but show me anyone who doesn't say the Zero was better.

Anyway, spout off if you feel the need, you aren't always full of shit.

—Ed Keene

Ummm... thanks Ed!

And in that same vein...

In the "From Your Editor" section of issue 21, you noted that Sherman's frequently defeated all sorts of German armor and I wanted to relate a story told to me by my uncle who served as a tank commander in the 3rd Army, 33rd battalion. He arrived in Europe at Normandy and took part in the hedgerow battles there. The gun he had on his Sherman was a 75mm. He said that when he was first issued armor-piercing rounds, each tank was limited to three (shortly afterwards they became plentiful). "Would they work?," was his main concern. So, when he came upon a knocked-out Panther he had his gunner take careful aim and fire one of the new AP rounds.

"We're in deep shit now," he recounted saying to himself, "It hit the turret and bounced off." His tank was up-gunned with a 76mm high velocity gun later, which "worked fine," he said.

At St. Vith, during the Battle of the Bulge one of his crewman went "nuts" and he lost his tank to an 88. It seems my uncle came back to the tank after being away for a short while and found a pile of human fingers on the floor. The driver had been out and around breaking the ring fingers off of frozen corpses and put the fingers in his pocket to thaw to remove the rings easily. Instead of throwing the fingers out of the tank he just dropped them where he sat. What my uncle finds odd about the incident now is that he just told the man to clean up his mess... the mess is what bothered him, not the fact that the guy was carrying around fingers or robbing the bodies of dead GIs.

The incident with the 88 was the closest he came to being killed and he recounted it with an uncharacteristic retrospective quietness. He simply said that they were advancing on a machine gun position when there was an unexpected explosion. The tank shuddered, veered to the right, and instantly the crew knew they'd been hit. The driver shouted that he couldn't control the tank, and, as they bailed out, one of the crew was killed by machine gun fire. They saw their tank had taken a hit in a bogie wheel assembly.

In the course of my reading, I realized that he

had faced German SS units, and I asked him about them. "Oh, the SS! They were the REAL bastards! Then he paused, reflected, and quietly added, "We were bastards too."

—J.Ciccone@erols.com

✉

Kudos for quickies

Sorry, but if you are looking for an e-mail on what that little square thing on the back of T-55 does, I don't know, in fact, I'm not sure what the blue triangle on a late 70's British Chieftain stands for (you know the unit stationed in West Germany). I can not even trace a military heritage that goes back to a armored unit. Alas, I was rifleman in a lowly, light infantry unit.

However, what I am now is a fairly prolific model builder, who enjoys pouring over the pages of MMiR over and over again. Your reviews of styrene kits are a big money saver (although I did bite the bullet on the Alan Marder II kit, what a stinker!)

Secondly, your new release section is great for helping a guy plan his next project. The way I look at it, who needs an update to Guide to the Universe, if you keep every issue?

And, of course, thanks for the Mini-Men section. If I could have you focus more attention in any areas it would be this and the Double Takes section. Part of being "prolific" is the willingness to just do it out of the box! For most models, I have no intention of showing them; so hey, after adding some intake screens and link to link tracks (if they are not already included), I am happy.

So come on how about some more quick reviews; after all, we are not all mechanical engineers who moonlight as unit historians.

—jxmorgan@mindspring.com

✉

Yet another convert

I am mainly an aircraft builder, or was until I picked up an issue of your magazine. What a great publication you have going. I have since picked up almost every back issue and have thoroughly enjoyed reading and re-reading every one of them.

I just wanted to let the armor builders know that not all aircraft builders are mean. I am well known in the aircraft world for my resin abilities, contest winning models and pattern making, but since have gotten bored with plain old planes.

Now I am into armor ten-fold. My first project is the 1/35 Polish TKS 20 tankette. (I machined all new running gear, leaf springs, gun barrel, and replaced all 200-plus rivets, plus a bunch of other goodies). How's that for converting an aircraft builder?

Keep up the good work and please don't judge all aircraft builders as the enemy.

—Scott Battistoni
mrcockpit@hotmail.com

✉

Not succumbing to the dark side

For a long time now, I have wanted to scratch build a WW II German Train engine to haul around my panzer division models on flat car. But I am having a lot of trouble finding information on the subject. I am looking for detailed reference works on the different engines that Germany used to move all the freight and tanks from one location to another. This would also include plans, scale drawings and photos of these engines and, if possible, the location of any existing real life beauties. I use the term "beauties" rather loosely here, as nothing can come as close to beautiful as a tank is. The same kind of information on the different flat cars would also be much appreciated. I will assure you, I am still an armor nut and haven't succumbed to the dark side, but just find the aspect of adding railway stuff a nice way to enhance my armor presentations. Please forward any information to the following:

—Mark Steacy
1101 William St.
Vancouver, B.C.
V6A 2J1
Canada
e-mail: MarkNFA@aol.com
This e-mail address is case sensitive

✉

Got a problem with any of this?

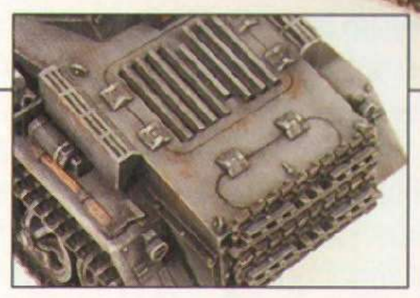
Send those comments to: Mail Sack, Military Miniatures in Review or discuss complaints, problems, wisecracks, etc. via the Internet. Find us at the handle: ***mmir35701@aol.com***

Letters are sometimes edited for brevity, grammar, spelling, national security concerns and other stuff.

We sincerely regret that we rarely, if ever, are able to personally enter into correspondence with our readers.

On Track Model Co.

R&J represents this awesome line of German WWII "Funnies."



OT3507 Panzer I Ausf. C
Complete resin kit with injection-molded individual track links $90.00

It's finally here!

RJ35008
Uhu IR Searchlight conversion for Tamiya's SdKfz 251/D
$440.00

Now available from R&J Products

RJ35239 - Frt. tire/wheel Set for SWS. - $6.00

RJ35250 - Maybach engine for SdKfz 10, 11, 250, 252, 253. 16 pieces, very detailed. - $12.00.

RJ35251 - Maybach engine for SdKfz. 7, 251 and SWS. 18 pieces for standard and armored versions. - $12.00.

RJ35252 - SdKfz. 251 Front End with choice of engine covers. - $10.00.

RJ35253 - SdKfz251 combo set includes engine, front-end & engine compartment details. - $28.00

RJ35258 - Spade conversion for Tamiya's FAMO. - $18.00

High quality products from around the world for the AFV, Figure & Diorama Enthusiast

We carry: ABER, ADV, Accurate Armour, Alby, AFV Club, Armour Models, CMD, Clipper Models, Cri.el Models, Cromwell, DES, DML, Eduard, Elite Models, FineMolds, Friulmodellismo, Historia, Hudson & Allen, Hornet, Italeri, Ironside, Jaguar, Jordi Rubio, Liberty Models, MK 1/35, Militar's Kits, MiniArt, ModelKasten, MV Lenses, New Connection, On-The-Mark, On-Track Models, R&J Products, RCR, Resicast, Royal Models, Ryton Pubs, SMA, Sovereign, Show Modelling, Stencilit, Tamiya, Tankmaker, Tank Workshop, Ultracast, Warriors, Wolf, Yanks, Yoshi Figures, Yoshida Designs, and many others.

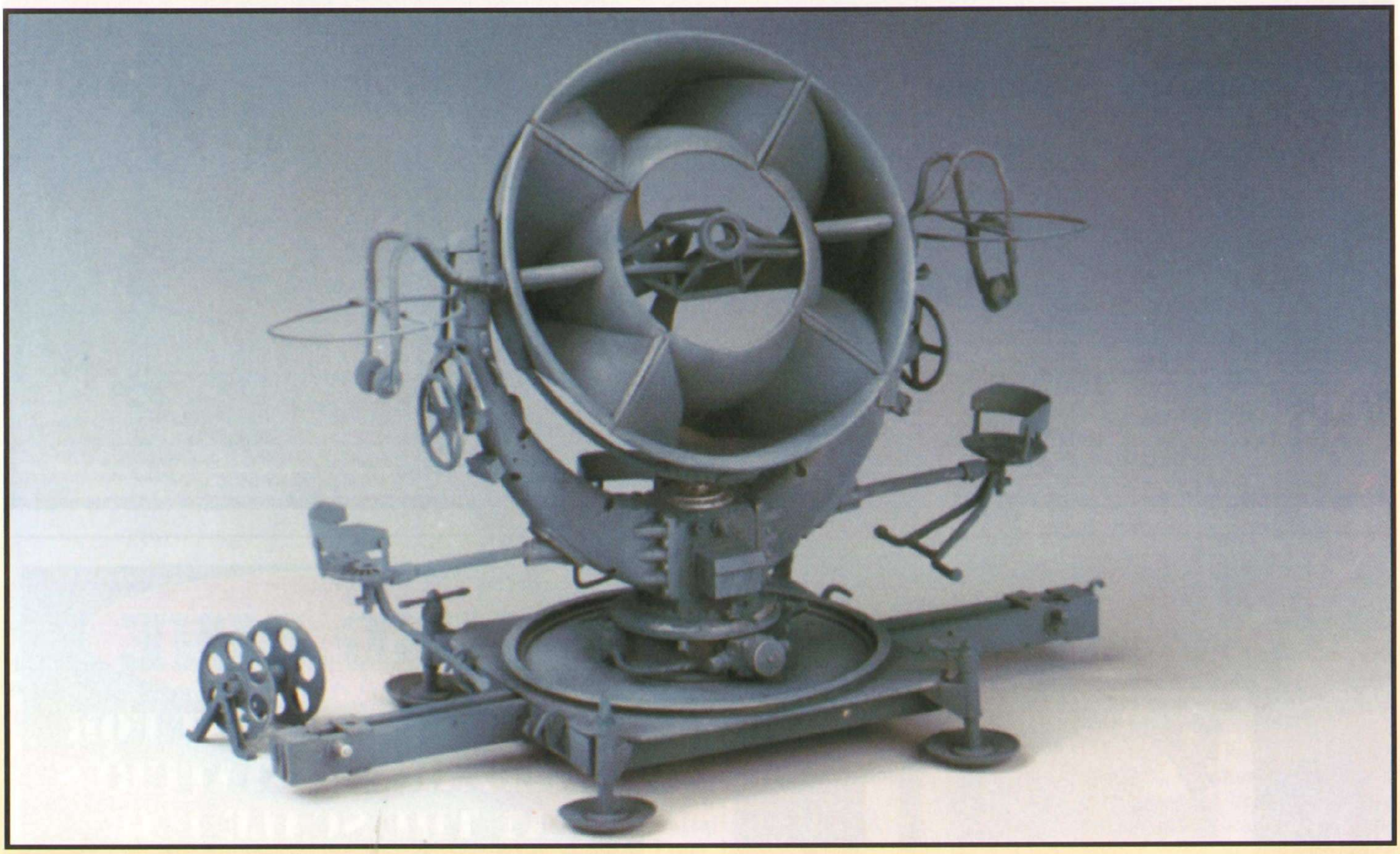
ADDRESS AND PHONE
R&J Enterprises
P.O. Box 39
Quilcene, WA 98376-0039
Tel/Fax: (360) 796-3828

Our 90 page Photo-Catalog $8.00, including postage within North America (*$10.00 Overseas*).

Visit our Website at: www.rjproducts.com
Visa & MasterCard Accepted
Dealer Inquiries Welcome

Short Takes

The Year in Preview



Academy

Just when we thought we were out... they pull us back in! We have the following part numbers on Academy's future Sherman based kits: 1392, **M10A1 Achilles**; 1393, **M10 Gun Motor Carriage** and 1395, M36 Jackson.

Their 2000 catalog is also listing a **M728 CEV Vietnam**, plus a French Foreign Legion figure set (1946 to present). No numbers on the last two, just line art. Stay tuned...

Aber

Aber continues in its fiendish conspiracy to rule the world through the use of photo-etch. Will they show no mercy? Just look at what they're up to now. 35-083, is the **M-20** armored utility car and it contains one large and one small brass sheet, plus acetate gauges and a small sheet of decals for the Tamiya and Italeri kits, priced at $21.99; 35-093, is **SdKfz 9 "FAMO," Vol. 1** basic set and this is two "OhmiGodhowinthehelldotheydothat" brass sheets and a set of acetate gauges for the Tamiya kit (what else), priced at $19.99; 35-094, **SdKfz 9 "FAMO," Vol. 2** additional set, is lots more brass for the Tamiya kit, $19.99. 16-001, is something new from Aber in 1/16 scale. It is **liners, decals and chinstraps for German helmets** and is priced at $12.99.

Accurate Armour

A bit of a surprise this spring is the introduction of KT-101, the **Scammell Pioneer recovery vehicle**. This is a permutation of the earlier WW2 Scammell recovery tractor/trailer combo and it's pretty cool looking. EC Price £125/Export Price £106.38. Don't forget about KT-108, the **Ward LaFrance Wrecker**. This should be out by the end of May (or so) and it should prove to be very popular. The U.S Army WW2 heavy hauler will include decals for both U.S. and British versions. EC Price £175/Export Price £148.94. KT-114B, **M2B Alligator Bridging Ferry**, EC Price £195/Export Price £165.96.

Whadda mean, you don't know how to contact them? Check out their ad in this very issue.

Berna MultiClamps

These versatile clamps are made of carbon fibers for the beam, polycarbonate for the jaws and a supple silicone for the buffers to avoid marking. Great for three-way and angle clamping, spreading and stabilizing, they leave your hands free to do other things. Contact the company directly at XB Pro, 41, Avenue St. Jean, 84000 Avignon, France; 33-49-085-9081 (phone/fax). U.S. agent is Zona Tool Company, www.zonatool.com.

Cromwell Models

Cromwell was showing a couple of new items this spring. First up is CA119, **Waffle pattern Zimmerit StuG III**. This is a conversion for the Tamiya StuG III and it consists of a new upper hull, Saukopf mantlet and concrete armor inserts. The listed retail is £24.50.

Cromwell was also showing **a series of update parts for the Tamiya FAMO**. This included new sculpted soft tops for the cab and cargo area, and replacement fenders for the later versions. It's not known how these products will be offered, but we'll bring you up to date information as it becomes available.

Another TBA item was the **Cromwell tank**

NEW ITEMS • NEWS • NEW ITEMS • NEWS • NEW ITEMS • NEWS

Model Victoria

Italian WW2 vehicles, figures and accessories

MV 4005 Italian mortar team $35.95

MV 4014 Two Italian soldiers with mule $36.95

MV 4020 Fiat Topolino with figure $45.95

MV 4021 Gilera LTE 500 motorcycle with figure $45.95

MV 4026 Italian paratroopers with 47/32 anti-tank gun $48.95

CMD29 M4A2 Early Direct Vision ... $35.00
Includes upper&lower hull, early transmission cover, engine deck, engine access doors, hull hatches, idler brackets with adjustable axles, and more!

CMD30 StuG III G Final Pattern $35.00
Roof, loaders hatches, remote MG mount, exhaust mufflers, sprockets w/exposed bolts, commanders hatch w/circular periscope guard and a photo etched sheet.

ROYAL MODEL DIORAMA ACCESSORIES

NEW UPDATE SETS

RM221, Tamiya Steyr Kommanderwagen $19.95

RM226, Tamiya Dragon Wagon Tank Transporter $46.95

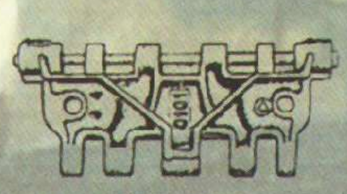
Friulmodellismo

Each set includes separate links with openings at the ends of each link and semi-soft aluminum wire to create the "pins."

ATL-56 Gvozdika $30.00

ATL-57 Sd.Kfz.9 FAMO early type $26.00

ATL-58 Sd.Kfz.9 FAMO late type $26.00


ATL-56

ATL-57

ATL-58

• ALL CMD AND NEW CONNECTION PRODUCTS WILL BE AVAILABLE ONLY BY DIRECT ORDER FROM CMD. NO DEALER ORDERS WILL BE ACCEPTED •

Available directly from CMD - Please e-mail, fax or mail orders only
e-mail billmiley@yahoo.com or fax 410-357-5496
CMD, Box 393, Monkton, MD 21111 $3 shipping per order.

VISA MasterCard

Chesapeake Model Designs

In Canada:
S&D Model Acc., P.O. Box 35163, Westgate P.O. Ottawa, Ontario K1Z 1A2 Canada 613-224-6209 Fax
All inquiries for Armor Brigade Models should be sent directly to S&D

ARMOR

PRINTS

B-TROOP PRODUCTIONS

P.O.Box 758 • Amherst, MA 01002
call toll free • 1-888-549-0926
Call for a free brochure showing all available color and b&w prints

GASO.LINE

YOUR SPECIALIST FOR MILITARY MINIATURES AT THE SCALE 1:48

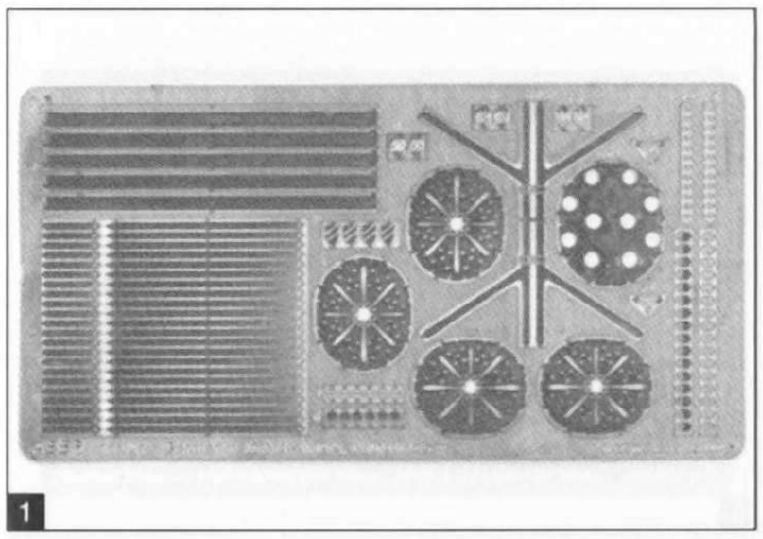
COMPLETE RESIN KITS, TRANSKITS FOR FUMAN/ BANDAI RANGE AND DIE-CAST BASIS SOLIDO/VEREM, FIGURES AND ACCESSORIES

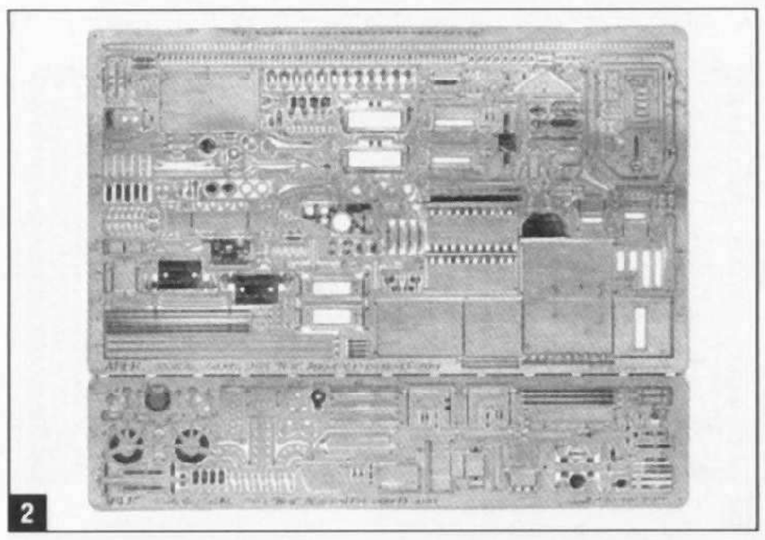
Info: PLCIE 8, rue baulant 75012 PARIS FRANCE
e-mail: PLCIE@free.fr fax: 33 1.43.41.55.70
mail-order selling all around the world
postage at cost Eurocard/Mastercard/Visa accepted
Retailer inquires welcome !

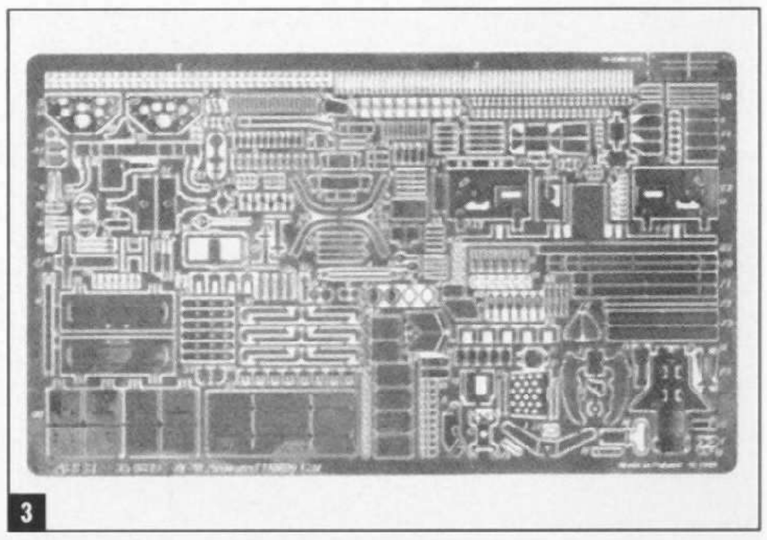
TARMAC

YOU MAY BE A MODEL MAKER OR A COLLECTOR ...
YOU MAY LOOK FOR FIGURES, ARMORED VEHICLES OR ACCESSORIES, ALL AT THE SCALE 1:48 ...
THEN, DO NOT HESITATE AND CLICK ON:

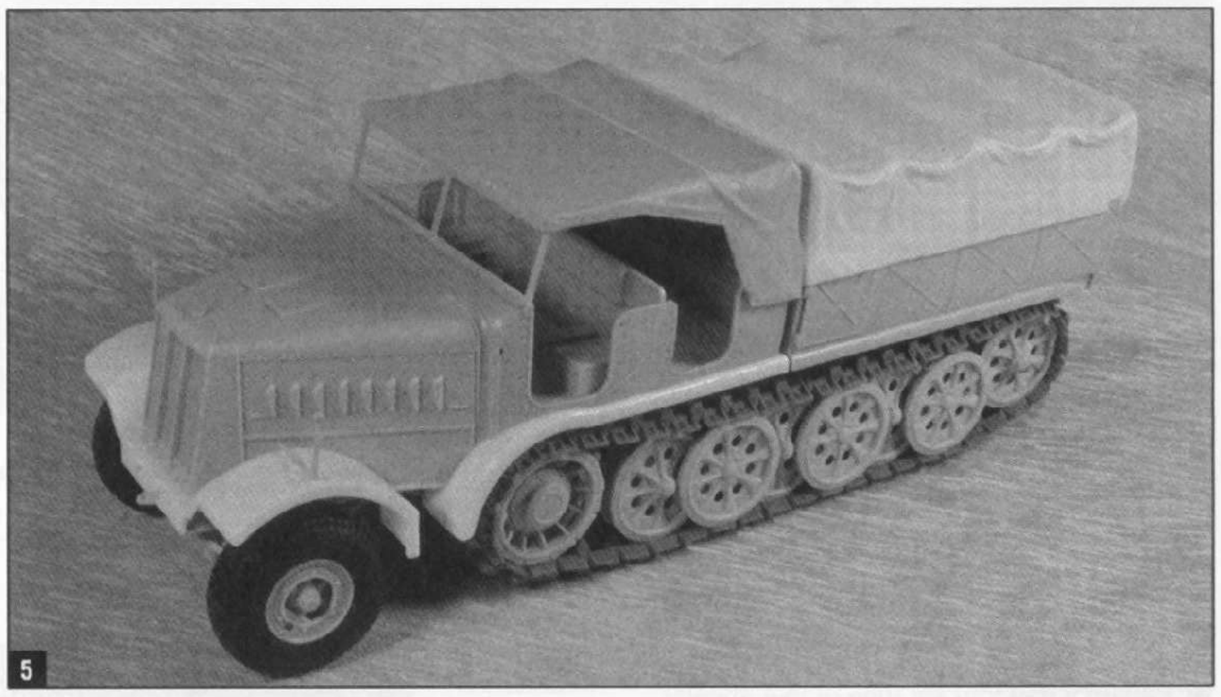
www.quarter-kit.com


1


2


3

4


5

1. Aber's German helmet liners and straps.
2. One of two Abers sets for the Tamiya FAMO.
3. The Aber set for the M20.
4. The mighty Accurate Armour Scammel Pioneer.
5. Upcoming FAMO parts from Cromwell Models.
6. Standing room only! Cromwell's Cromwell riders.

6

riders set. This consists of ten British soldiers to hang off the back of your Tamiya Cromwell or Centaur.

For more information contact Cromwell Models, 6/6 The Quadrangle, 57 Ruchill Street, Glasgow G20 9PX, Scotland, United Kingdom. Tel. +44 (0)141 402 4016. Fax +44 (0)141 402 4017. e-mail cromwell@xs4all.nl, web site: http://www.xs4all.nl/~cromwell/

Des Kits

A very pleasant surprise this spring from DES Kits is the **SdKfz. 8 Daimler-Benz DB10 12-ton half track**. This is the FAMO's smaller brother and it was built almost exclusively as the bench back version used for towing various heavy artillery pieces, such as the 15cm and 17cm. This was the half track that formed the basis of the early experiments to mount the 8.8cm gun and use it as an SPG. This full resin kit carried the stock number 35076 and it retails for 750FF (around $150.00, not including postage). Interested individuals can (or should) contact The Red Lancers or Des Kits direct at 27, rue des Hauts de Bonnes Eau, 94500 Champigny-sur-Marne, France.

Dragon

Dragon has also released their 2000 catalog and we spied the following lurking in its pages. In big figgies, we have 1627, **1/16 Hauptmann, Grossdeutschland Div. 1943**.

Smaller dudes look like this: 3027, **Modern US Marines**; 6142, **Ramcke Brigade Libya 1942**; 6143, **3rd Fallschirmjäger Div., Ardennes #2** (companion to the earlier set); 6144, **Commanders Conference/Kharkov**; 6145, **SS Fallschirmjäger Battalion/Drvar**; 6146, **SS Sturmpioneer/E. Front 1942;** 6148, **US Army Airborne 1945** and 6149, US Army Anti-Tank Team.

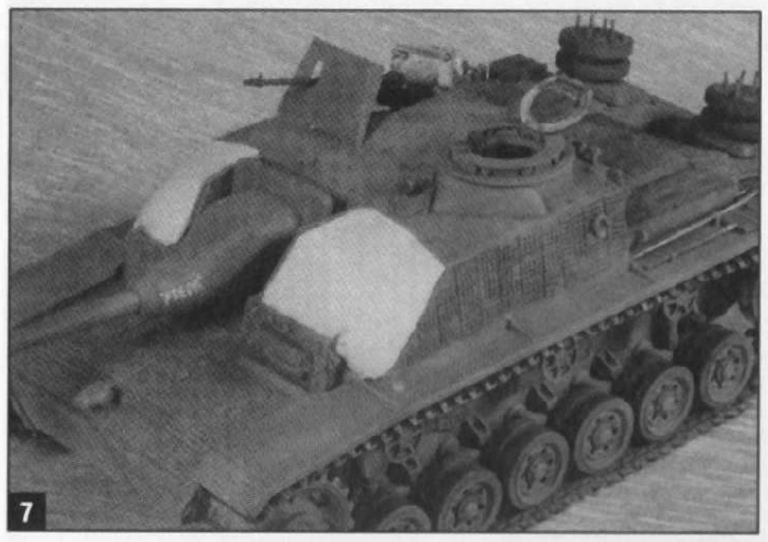
In full kits: 6114, **SdKfz 2 Kettenkrad w/Puppchen**; 6128, **SdKfz 2/2 Kettenkrad w/Feldkable**; 6139, **SdKfz 250/10 w/3.7cm Pak**; 6140, **SdKfz 253**; 6141, **SdKfz 250/5 Neu** and 6147, **7.5cm Leichtgeschutz 40 w/Crew**.

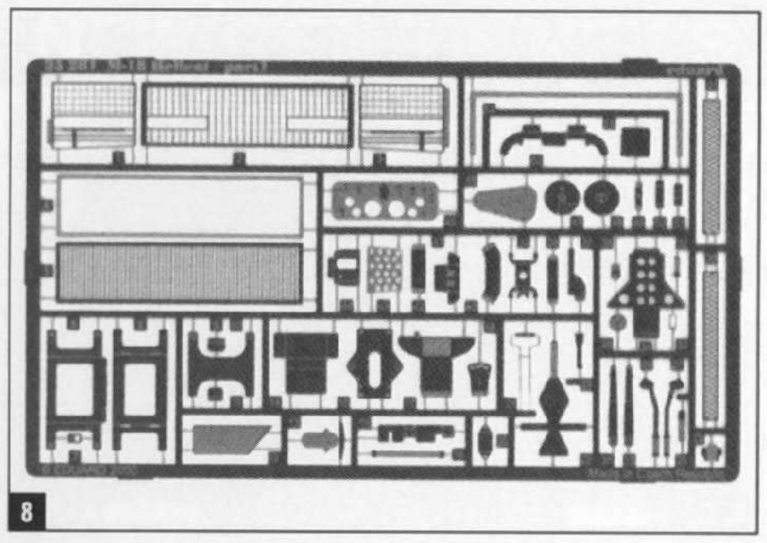
As they have done in the past, Dragon is also listing a few "secret" releases under their WW2 stock numbers. We're guessing armor pieces, but then again, one never knows, does one?

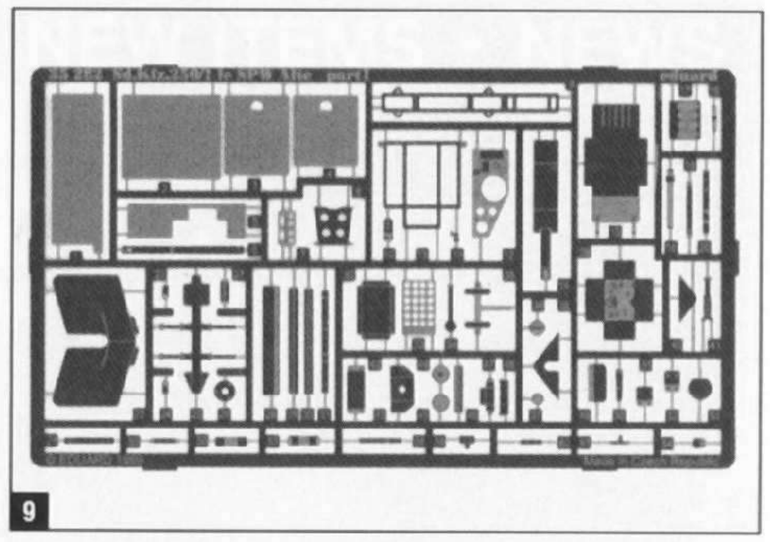
All items are price TBA.

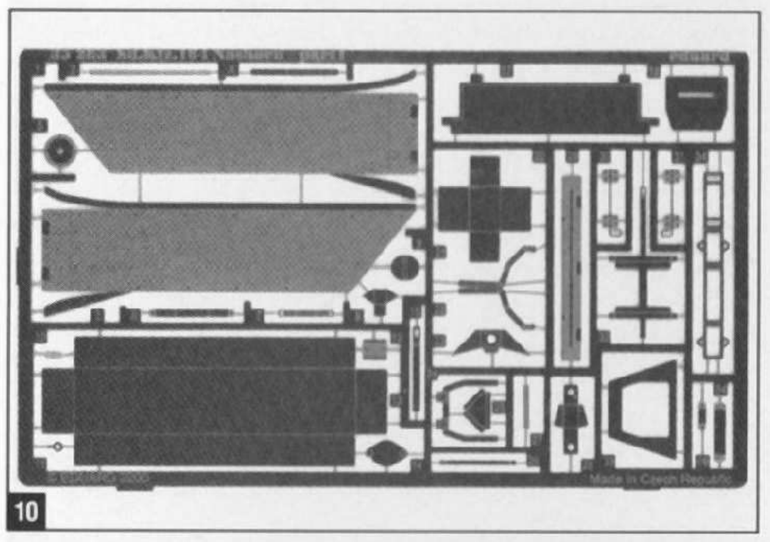
Eduard

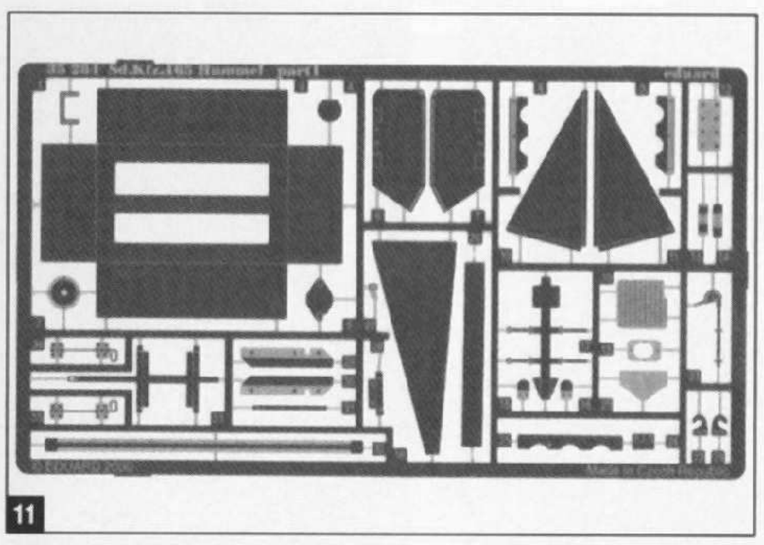
Do these guys ever stop to sleep, eat, drink and be merry? If they have any children, it must be by proxy, because they seem never to stop making more brass detail sets. Well, enough about sex and the single modeler. Here's what is new from Eduard. 35265, **Schwerer Wehrmachtsschlepper**, lots of cool brass and a very tiny acetate sheet of gauges for the Italeri kit, $19.99; 35268, **BRDM-1**, some really neat brass sheets and, again, that little tiny sheet of acetate gauges, for the Arsenal kit, $19.99; 35272, **SdKfz 250/8 Neu "Stummel"**, two good sized sheets of brass and, you guessed it, acetate gauges, for the Dragon kit, price TBA; 35273, **Water Tank Truck**, two large sheets of brass and acetate gauges for the Italeri kit, $19.99; 35274, **M113A1 FSV**, two sheets of nicely detailed brass for the ARV kit, $19.99; 35275, **Opel Blitz radio truck**, brass and acetate for the Italeri kit, $19.99; 35276, **Valentine X/XI**, two large sheets of brass for the Maquette kit, $19.99; 35277, **Möbelwagen 3.7cm Flak**, two good sized brass sheets for the Tamiya kit, $19.99; 35278, **Flakpanzer IV, Wirbelwind**, lots of brass for the Tamiya kit, $22.99; 35280, **Panther II**, one big and one small brass sheet for the Dragon kit, $22.99; 35281, **M-18 Hellcat**, more brass and acetate gauges for the AFV kit, $19.99; 35282, **SdKfz250/1 SPW Alte**, nice stuff, brass and acetate for the Dragon kit, $19.99; 35283, **SdKfz164 Nashorn**, two really big brass sheets for the Shanghai Dragon kit, $22.99; 35284, **SdKfz 165 Hummel**, WOW! Three sheets of brass for the Shanghai Dragon kit, $22.99; 35285, **Nashorn munitions box and floor**, two brass sheets for the Shanghai Dragon kit, $22.99; 35286, **Steyr 1500 Kommand**, one sheet of brass and acetate gauges for the Tamiya kit, $11.99; 35292, **Hummel ammunition boxes and floor**, two sheets of brass for the Dragon kit, $19.99; 35293, **M38A1C detail set** for the Skybow kit, $19.99; 35294, **BM-21 GRAD detail set** for the ICM rocket launcher truck, $22.99; 35295, **M59 Long Tom detail set** for the AFV Club, $14.99; 35296, **FT17 detail set** for the RPM kits, $22.99; 35297, **BTR-80 detail set** for the DML kit, $22.99; 35298, **M12 GMC detail set** for the new Academy kit, $22.99; 35299, **T50 detail set** for the Techmod kit, $14.99; 35300, **M10 detail set**, for the new AFV Club kit, price TBA; 35301, **Tiger I Early detail set**, for the Tamiya kit, $22.99; 35302, **Leopard 2A5 KWS detail set** for the Italeri kit, price TBA; 35303, **Centurion Mk3 detail set**, for the Academy kit,

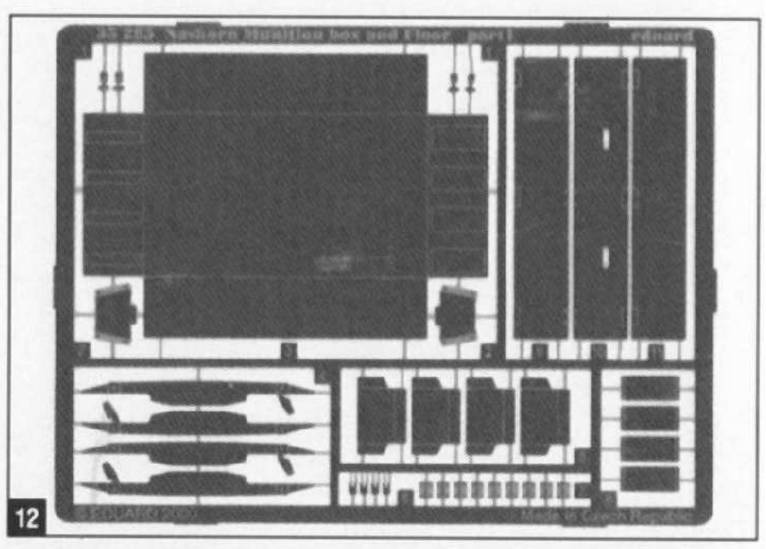


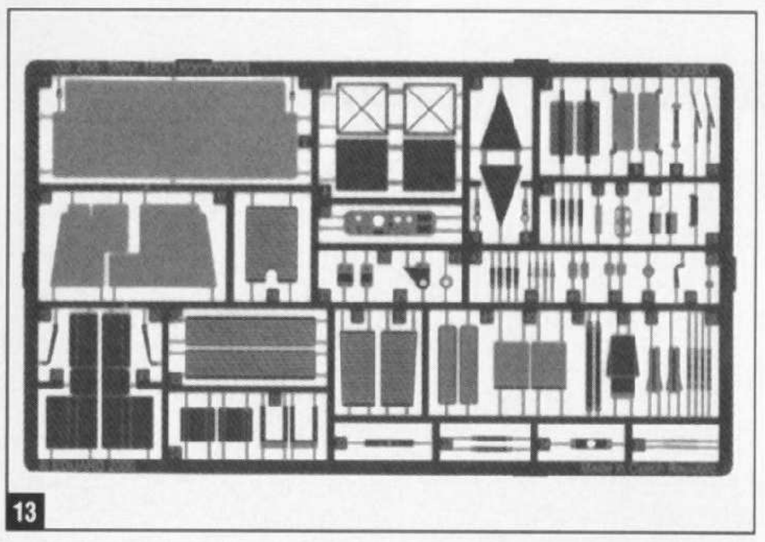


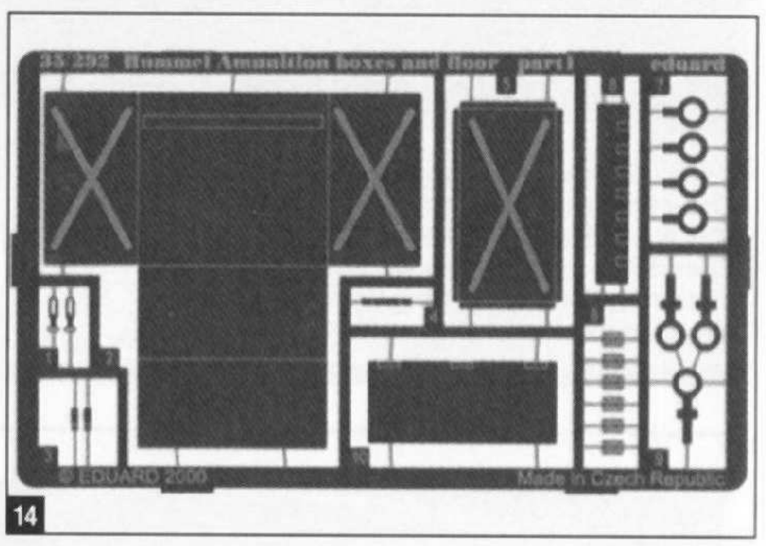












7. Cromwell's nifty StuG G zimmerit set.
8. Eduard's M18 Hellcat set (one of three sheets).
9. The 250/1 "Alte" set from Eduard (one of two sheets).
10. Eduard's Nashorn set (one of four sheets).
11. The Hummel set from Eduard (one of four sheets).
12. Eduard's Nashorn ammo box and floor set from (one of three sheets).
13. The Steyr 1500 Kommand set from Eduard.
14. Eduard's Hummel ammo box and floor set from (one of three sheets).
15. The BRDM-1 set from Eduard (one of two sheets).
16. Son of FAMO, DES' mighty SdKfz. 9.
17. The Marder II update set from New Connection.
18. New Connection's Ostwind conversion kit.
19. The Maultier Field Crane from New Connection (listed in issue 21).
20. Ditto—up close and personal.

price TBA; 35304, **Demag D7 w/Flak 38 detail set** for Italeri, price TBA; 35305, **Tiger I E/H detail set** for Italeri, $22.99; 35306, **SdKfz 250/11 Alte detail set** for the DML kit, price TBA; 35307, **Centurion Armored Shields** for the Academy kit, price TBA; 35308, **5cm Pak 38 detail set** for the DML kit, price TBA; 35309, **StuG III G schürtzen** for the DML kit, price TBA; 35310, **JagdPz.IV/70 Mesh Shields**, price TBA; 35311, **Panzer IV J Mesh Shields** for the DML kit, $22.99; 35312, **Semovente M40/75 detail set** for the Italeri kit, price TBA; 35313, **Somua S35 detail set** for the old Heller kit, price TBA; 35314, **KV1C detail set** for the new Eastern Express kit, price TBA; 35315, **T34/85 1944 detail set** for the DML kit, price TBA; AND... 35316, **T35 detail set** for the ICM kit, price TBA. Whew!!!

FineMolds

FineMolds will be releasing another version of its earlier Type 3 Japanese tank. This will be the **IJA Typel medium tank**. This was an up armored version of the Type 97 and the type rests between the Type 97 and the Type 3. Both price and stock number are TBA, however, the Type 3 was stock number FM11.

A small brass accessory set will be simultaneously released. Like the set for the Type 3, this set will include the rear muffler screens, various small brackets and other items.

General Issue

This new line of figures marketed by The Tank Workshop recently arrived at our door. The line is as follows: GI-01, **US Military Policeman, European Theater**, use him to direct traffic in your next diorama; GI-02, **US walking wounded**, three figures, one GI being helped by two of his "brothers;" GI-03, **German Winter #1 prone**; GI-04, **German Winter #2 kneeling**; GI-05, **German Winter #3 standing**; GI-06, **Russian in greatcoat #1, squad leader**; GI-07, **SdKfz 251 driver, winter**; GI-08, **US tankers headset**; GI-09, **German Winter #4, tank rider**; GI-10, **German Winter #5, running with machine gun** and GI-12, **Russian in greatcoat leaping from tank**.

All prices TBA. Contact Tank Workshop for more information. See their advertisement in this issue.

Hansa Systems

An old advertiser we haven't heard from in a while has resurfaced and better than ever. A few of their newer products are: #180, **cobblestones**, 50 will cover 3 square inches, 400 for $10.00; #200, **sidewalk sections 1 inch square**, 10 pieces, $2.50; #400-S, **large house window casing set**, for wall opening; #700, **top section of column**, $3.00; 701, **middle section of column**, $2.00; 702, **base of column**, $3.00; 750-S, **sewer set, round ring and cover**, $2.50, and 2121, **tarpaulins and blankets**, 6 pieces, price TBA.

For a color and illustrated catalogue of all the products available from Hansa Systems, call 631-269-9050 or fax 631-269-9143.

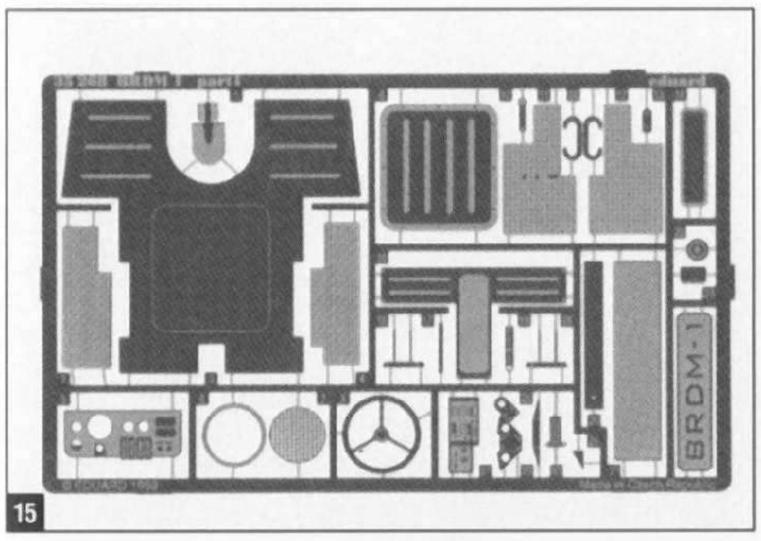
Invicta Military Vehicle Preservation Society

Looking for 4000+ restored and running military vehicles gently resting in the warm English Sunshine? Then you might want to check out the **Millennium War & Peace Show** on **July 19 - 23, 2000** (Wednesday - Sunday) at the Hop Farm Country Park, Beltring, Kent, England. This is near Paddock Wood on the A228 Paddock Wood Road, 10 minutes from M20 junction 4 and 30 minutes from M25 junction 5. For more information contact: 44 (0) 1304 813128 (phone); 44 (0) 1304 812422 (fax); rex@warandpeace.uk.com (e-mail), or www.warandpeace.uk.com (website).

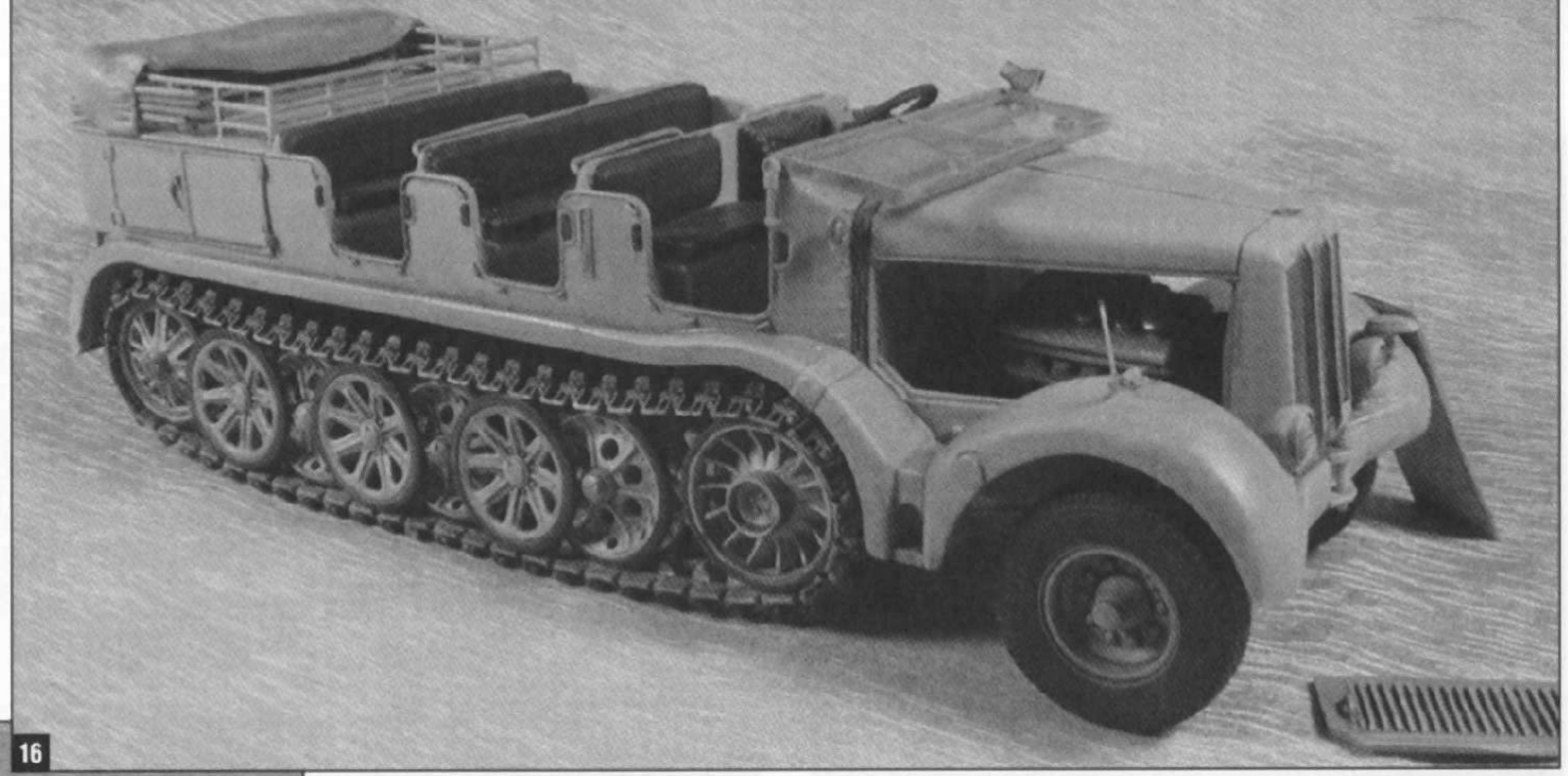
Miniature Alliance

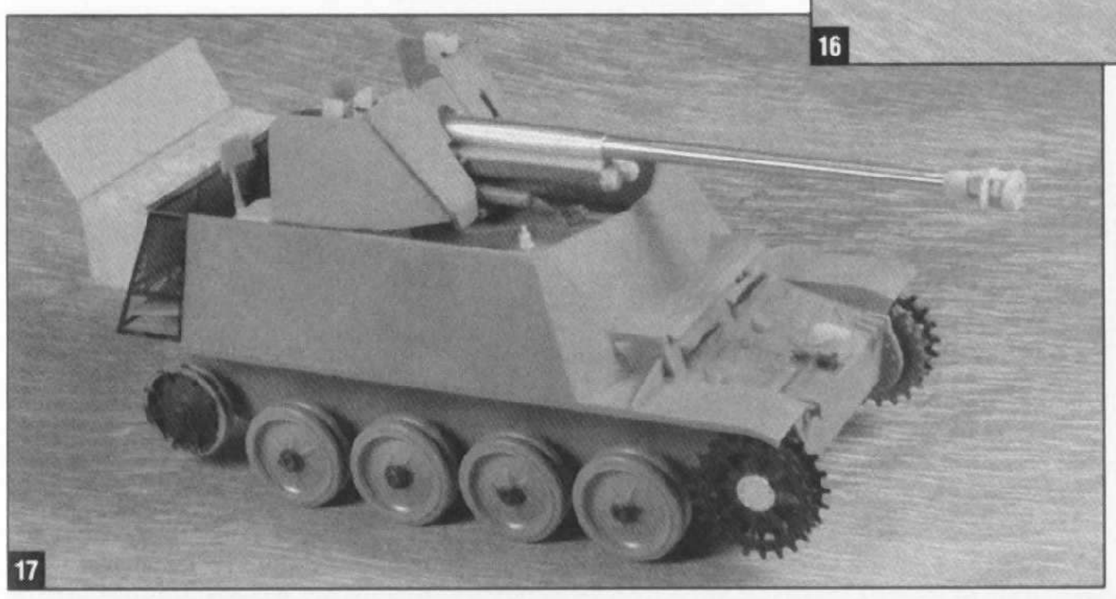
The folks at Miniature Alliance have been busy since the release of the Dogtag Fighting Men and have added two new figures in 1/16 scale (120mm) from Vietnam: MA2004, **US Pathfinder Vietnam War**, $42.00, and MA2005 **Vietcong, Vietnam War**, $42.00. Both are cast in resin and white metal. Also launched in April is Warzone Forces, a new range of 1/35 scale figures and accessories crafted in white metal. The range will feature soldiers from conflicts spanning WWI to the present and are designed to stand-alone or complement any diorama or vignette.

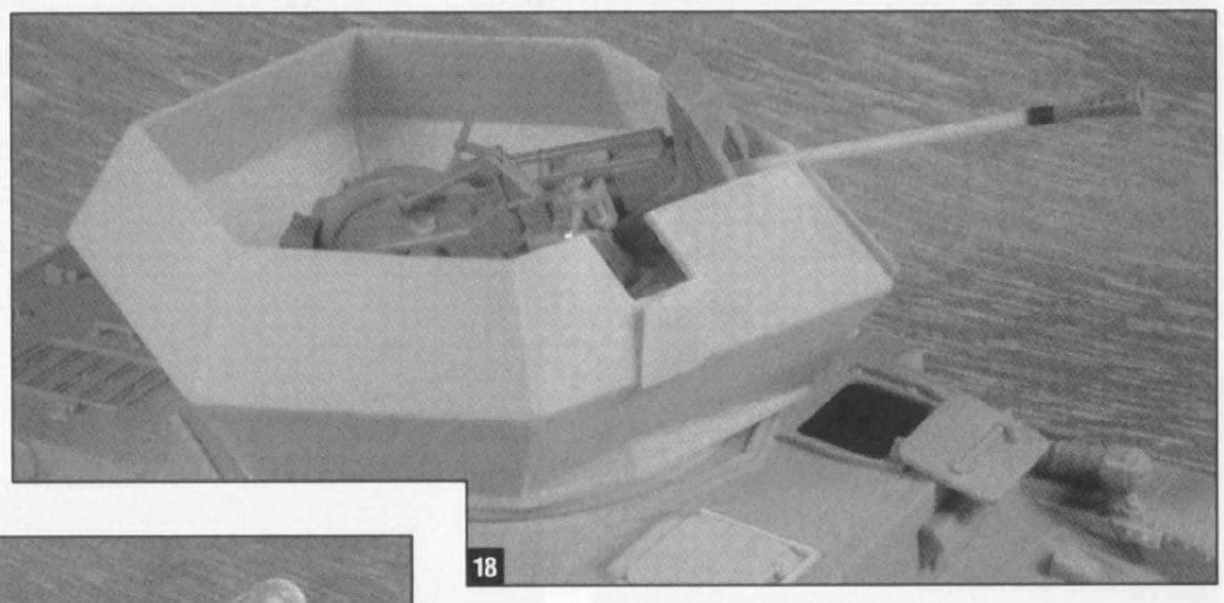
The first releases are: WZ3501, **Commonwealth Soldier, Burma 1943**, $12.00, and WZ3502, **WarPack 1 - Commonwealth**, an accessory kit designed to complement WZ3501 with spare heads and arms to provide pose options, $8.50.



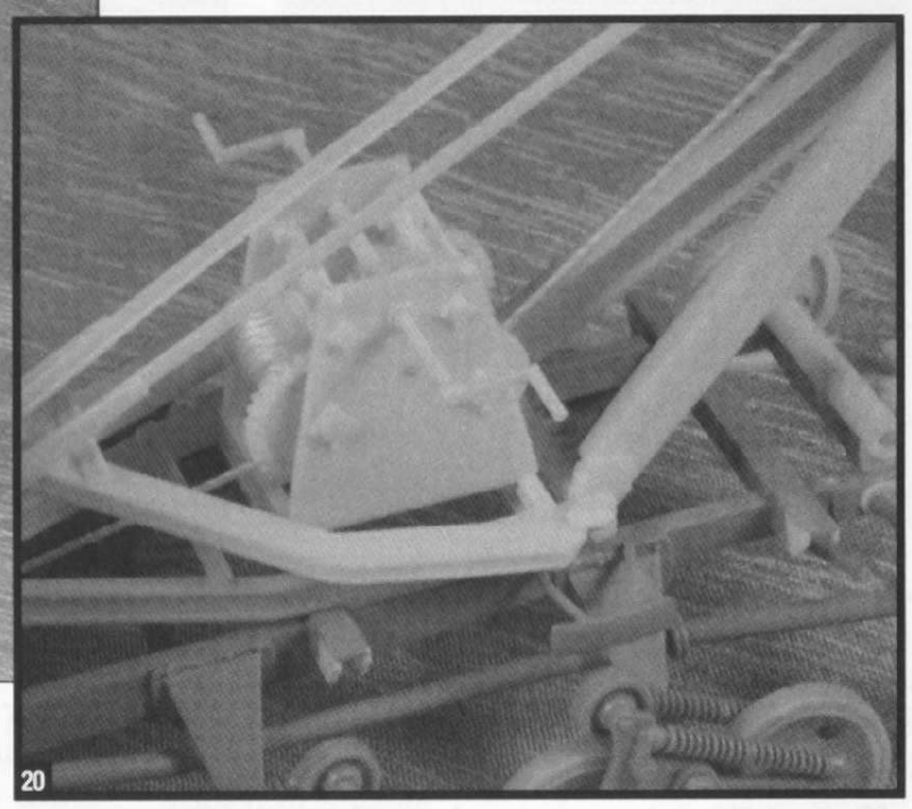
15


16


17


18

19


20

Miniature Alliance products are available in the US through VLS, The Red Lancer and Sentinel Miniatures.

MR Models

We brought back the following release list from Europe and it covers kits and accessories throughout the year (and possibly beyond). MR-58, **Rumanian tankette R-1 (AH-IV-R),** full kit; MR-59, **Israeli M60A3 Patton "Sabra,"** conversion kit; MR-60, **SdKfz 251/9D "Kanonenwagen" late production type**, update and conversion kit; MR-61, **Japanese 6-ton tractor Isuzu Type 98 "Rokae,"** full kit of the odd-looking WW2 artillery tractor; MR-64, **Dutch armored car Pantserwagen DAF 39M**, full kit of early WW2 AC; MR67, **Swiss Army M113 Schuetzenpanzer 63/89** with add-on armor, conversion kit and MR-68, **Danish Army M113 A2 with 25mm gun turret**, another conversion kit.

VLS is your contact for MR kits in the states. Check with them on announced release dates and pricing.

New Connection

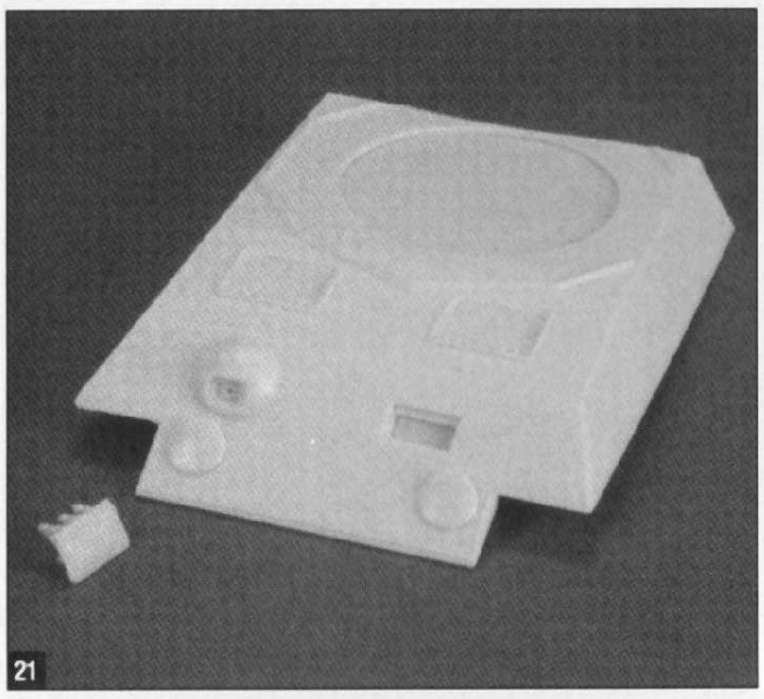
Probably no resin manufacturer is as prolific as these guys are. They were nice enough to give us a peek at what they'll be cooking up in the months ahead. The following reflects a few products previously announced, but updates them with product numbers. 35093, **Pz. VI Vorpanzer (additional turret armor)**; 35094, **2-ton derrick chain hoist**; 35097, **MG42 infrared gear for vehicles**; 35098, **MG34/42 ammo boxes and belts**; 35099, **MG34/42 ammo bags and belts**; 35100, **Flakdrilling MG151/20**; 35101, **Berge Elefant, late type with Zimmerit (conversion)**; 35106, **SdKfz. 251 Falke (IR) conversion**; 35116, **German Hooks (C- and S-type)**; 35120, **Maultier Magirus conversion**; 35121, **Magirus/Opel wheelset**; 35127, **Krupp Räumer S mine clearing vehicle**; 35128, **Pz. VI H Krupp prototype**; 35130, **Fliegerbeschussgerät/AA MG**; 35146, **German tank periscopes** (10); 35150, **Ammo trailer for 2cm FlaK (small with contents)**; 35151, **Ammo trailer for 2cm FlaK (large with contents)**; 35152, **German towbars** (6); 35156, **detailed Opel Blitz engine**; 35147, **Pz. III detailed cupola with periscopes**; 35158, **Pz. IV H/J detailed cupola with periscopes**; 35160, **Truck cargo load of gasoline**; 35161, **truck cargo load of ammo boxes**; 35166, **Ostwind (conversion)**; 35167, **Fahrschulpanzer IB (conversion)**; 35168, **SdKfz 234 drilling**; 35170, **SdKfz 234/17 drilling**; 35171, **Pz. VI Raketenwerfer (conversion)**; 35174, **trailer with gasoline barrels**; 35176, **2cm Behelfsflak (conversion) and 35WHEEL**, wide version correct pattern resin tires for Schwimmwagen and Kfz 82.

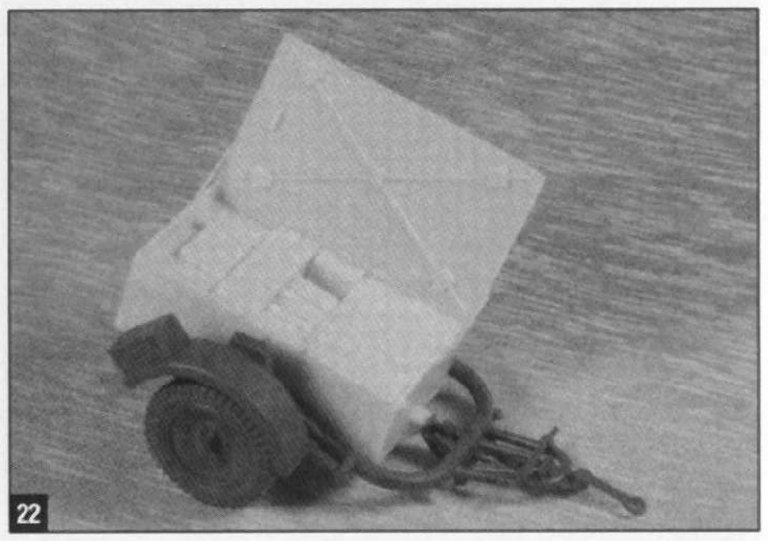
All prices and release dates are TBA, although you can contact their U.S. representative, Chesapeake Model Designs, at the number listed in their ad in this issue for more information.

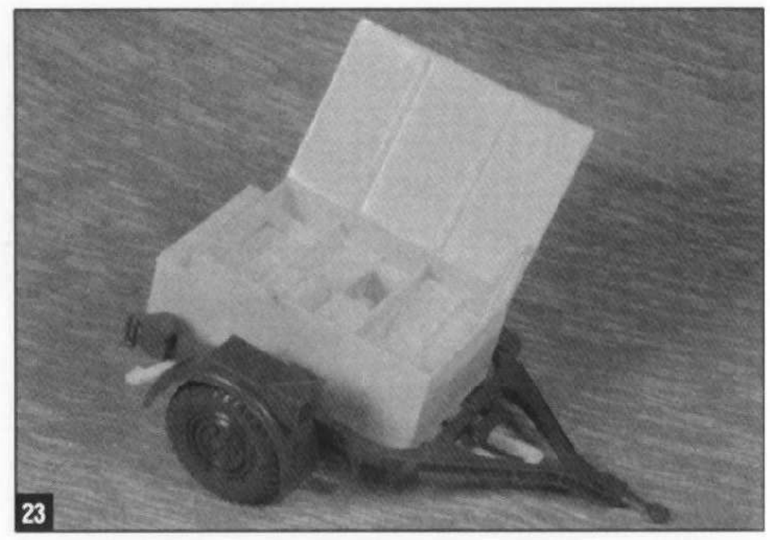
Precision Models

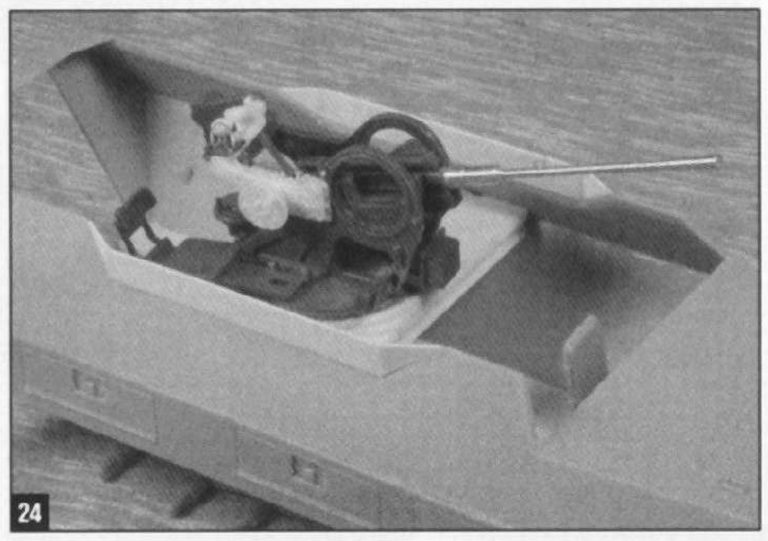
Although we had announced it previously, it bears mentioning that Precision has released its **Horchgerät listening device**. This odd looking piece of equipment was used as an early warning device in conjunction with flak units. This is kit number 35.040.B and it will include the complete limber.

We have also received one of their newer bunker sets (there are several in the line). This particular one is 35.038 **Bunker Panzerdrehturm PzKpfw. III**. This is the first time we've had a real close look at one of these types of products. We were surprised to find that the plaster components are made of a much more dense and hard material









21. The Pz. IV Krupp prototype from New Connection.
22. New Connection's 2cm flak ammo trailer, small.
23. The large 2cm flak ammo trailer from New Connection.
24. New Connection's 2cm conversion for the 251.
25. The interesting Schwimmwagen wheels and tires from New Connection (note the black tires).
26. New Connection's Berge Elefant conversion all decked out.
27. The second part of Precision's Horchgerät set, the limber (also see lead photo).
28. Resicast's beautiful Bedford.
29. Takahashi's Sturmgeschütz crewman.
30. The German "LAH" 2-figure set from Takahashi.
31. Takahashi's Regimental commander Kursk 1943.

than other products on the market. It appears less liable to chip and it generates considerably less dust. This kit also contains a very respectable Panzer III turret and its associated parts in resin. We wonder if this will be released as a separate item.

No U.S. retail is immediately available, but check with VLS for pricing and availability, as they are known to stock the line.

PST

This is a new company from Belarus that is offering 1/72 scale armor products. Here's the first of their offerings, brought to you by Squadron Mail Order; PT72001, **IS-1 heavy tank, modern 1943**, $9.98; PT72005, **ISU-122 heavy self-propelled gun, modern 1944**, $9.98; PT72008, **KV-85 heavy tank, modern 1943**, $9.98; PT72010, **BM-13N Studebaker "Katyusha," modern 1943**, $7.98; PT72017, **KV-2 heavy tank**, $9.98; PT72019, **ZIS-6 covered truck**, $7.98, and PT72032, **ZIS-42 half-track**, $7.98.

For more dope, see the Squadron ad on page 80.

Resicast

About every six months or so, Resicast offers up a whole basket full of new resin goodies. Here's the latest list: 35-145, **Bedford QLT, full resin kit**; 35-154, **Ford T Draisine, full resin kit**; 35-534, **airborne soldier waving**, 35-540, **infantry with rifle**; 3-541, **infantry with rifle and spade**; 35-542, **airborne soldier kneeling with rifle**; 35-543, **airborne medic with stretcher**; 35-544, **airborne soldier with sten**; 35-545, **airborne soldier with bren**; 36-546, **airborne soldier with rifle**; 35-547, **airborne soldier with rifle**.

A little explanation is in order (we think). The Bedford is the large WW2 British truck, which was sometimes used as a prime mover. This is a magnificently molded all resin kit that includes photo-etch. The Ford Draisine is a real interesting piece. This was a Ford powered tug that worked in conjunction with a small gauge railway. This was used in WW1 to move supplies back and forth to the trench line.

All prices TBA, but check with Red Lancers periodically. See their ad this issue.

Royal Model

The latest update sets from Royal are RM221, **Tamiya Kommanderwagen** and RM 226, **Dragon Wagon**. Both sets contain two sheets of brass, plus resin parts and acetate gauges. The Dragon Wagon set is especially elaborate with one very large sheet of brass (5.5 x 3.25 inches) and a smaller one (3 x 1.25 inches), plus two bags of resin parts, the gauges and some wire.

Both sets contain those wonderfully illustrated instruction sheets that have become the hallmark of the Royal line.

Royal products are available through Chesapeake Model Designs.

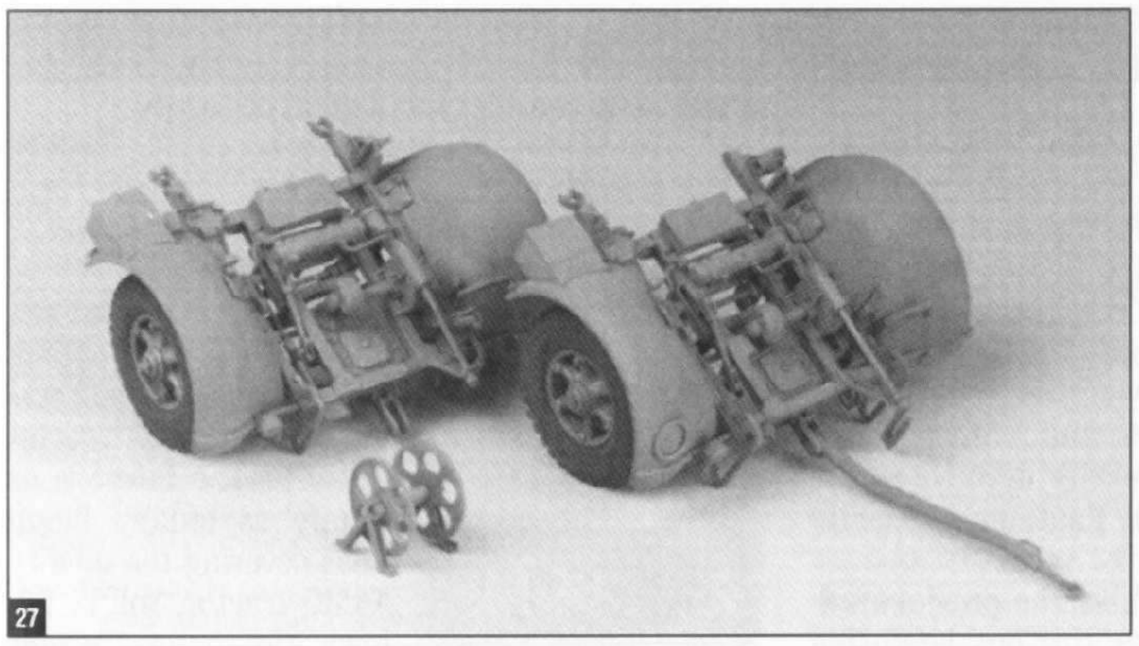
Sol Model Co.

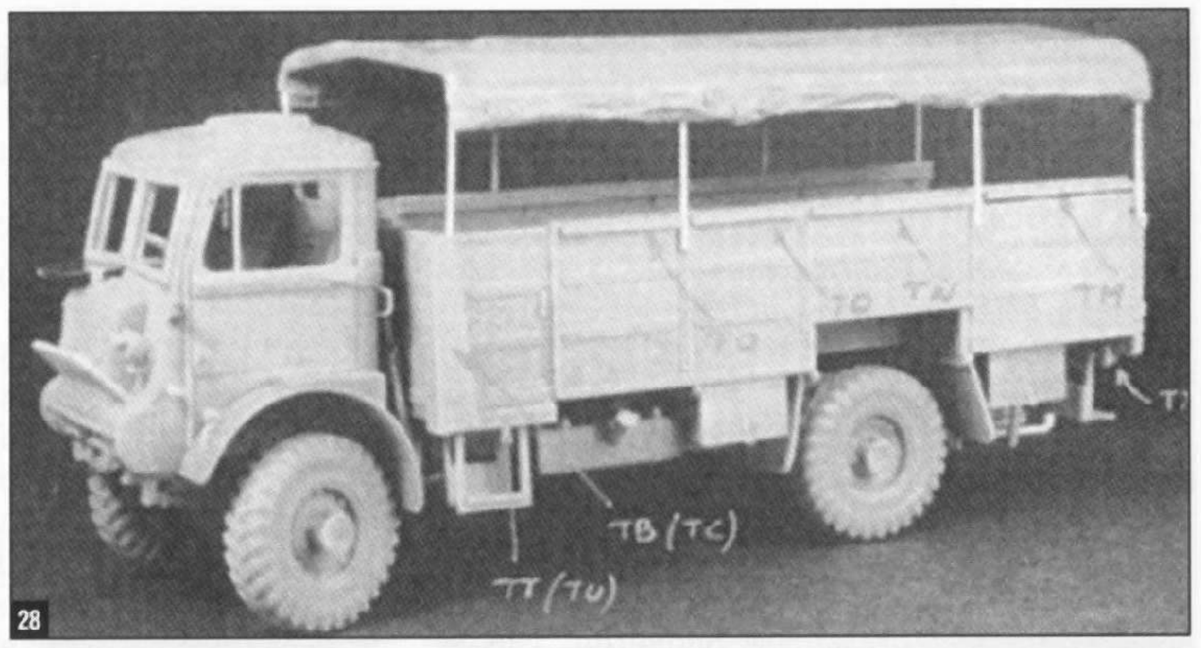
This Korean company is new to the United States market. They offer high quality resin and PVC kits; SL1234, **200mm G.I Jane**, fully-equipped, she puts Demi Moore to shame in U.S. Army issue boots and helmet and not much else, $50.96; SL3002, **U.S. sniper, Grenada**, figure on a rock (included) $8.46; SL3004, **U.S. cliff rappelling**, figure rappelling down a cliff face (included) $12.96; SL3030, **120mm US Marine from the Korean War**, complete with base, $20.96; SL3032, **120mm German Afrika Corps machine gunner** with base, $20.96; SL3058, 1/48 scale **BMW motorcycles**, two bikes and two figures, $15.46; SL3067, 1/48 scale **Opel Blitz truck**, with two ground crew figures, $33.96; SL3070, **U.S. Marines at rest, Vietnam War**, two Marines resting under a palm tree, $24.96; SL3072, **Camel set**, two camels (not the cigarettes) $19.96.

Several items have been submitted for review and the quality and execution is top notch. Look for Sol figures to appear in future editions of Mini-Men. Offered in the U.S. through Squadron Mail Order.

Tamiya

Here's the latest from the Japanese giant, all of which will be officially announced at the Shizuoka Hobby show this spring. We told you last time about 35242, **Leopard 2 A5**, main battle tank. This should be out quite soon. 35243 will be the **FAMO accessory set**. This rather deceptively named item will actually be the large spade assembly seen on some


27



28

29

30

31

FAMO's. It will also include a few C-hooks and two block and tackles. 35244, **M26 armored tank recovery vehicle**, will be the previously released Dragon Wagon, this time with the tractor by itself. Rumor has it that there may be extra goodies in the box, but we'll have to wait and see. 56010, **Tiger I, early production**, is a brand-new 1/16 scale radio control kit in the same vein as the big Sherman. This is going to be the mother of all RC tanks. In addition to complete mobility (forward, reverse, opposite track rotation) the turret will rotate and the gun elevation can be controlled remotely. The model will contain a complete sound module that will recreate all the operational sounds, including engine running, idle, start-up, turret rotation and gun elevation. Tamiya traveled to Samur just to record their Maybach HL230! A complete gun firing action will feature a strobe, sound and barrel recoil, plus the entire tank will kick back. Light diodes are also included for the hull MG's, too. The same team that supervised the most recent 1/35th scale models of the Tiger is overseeing the detail of the tank. As such, we can expect thing like accurate and working hatches and real rubber roadwheels. The kit will be released in Japan in July, although we have no word when or even if, it will be released in the states. It will be most likely available without the radio in the U.S., probably as a static model. But that's not too bad because we understand that all that extravagance will come with about an $850.00 price tag in Japan!

By all means drop the folks at Tamiya a line and let them know if you'd like to see the kit in the states. Even Tamiya Japan is slightly hesitant about the quantity to be manufactured and released in the home market.

A special "show only" limited edition will be a version of the 1/35th scale **Tiger I** that includes a full complement of crew figures. These will be four new original figures. This looks to be the early version of the Tiger and we're guessing this will be similar to the limited edition with the special decals that was released two years ago. No word on when this will make it to the states.

All prices on the above items are TBA.

Takahashi Modelling

We have received the three latest releases from this Japanese manufacturer. They are TK-07, **German WH Sturmgeschütz Tank Crew France 1944**; TK-08, **German "LAH" SS Pz. Div. Tiger tank Gunner & Loader France 1944** and **German 25th Pz. Div. Regimental commander Kursk 1943**.

Each figure is crisply molded in white metal and like the earlier release, each is bagged in a way that isolates the metal parts from one another. Each bag is secured inside the box so it doesn't bang around, which is a nice touch.

Most of the Takahashi miniatures are designed to be used in pairs or in groups. Set TK-08, in fact, is a two-figure set. This set is clearly based on Signal Magazine photos of Michael Wittman and his crew. Many of the sets appear to be based on real photos, which is one of the more interesting aspects of the line.

Takahashi products are sold through RZM.

Tank Workshop

In their ever expanding line of inexpensive accessories, TWS has released 2057, **SdKfz 234/2 Puma, 8 tires, wheels and spare**; 2058, **18 ton Famo tires and wheels**.

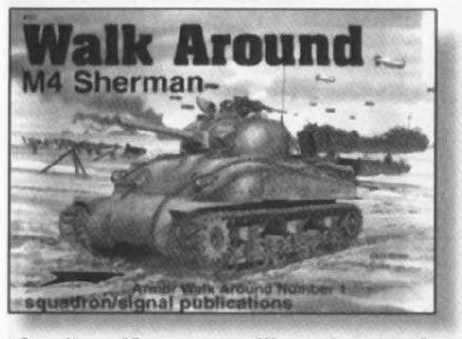
Both items retail for a scant $9.00. For more information see the TWS ad in this issue.

21st Century Toys

If you're one of "those" who are in to the big action figure thing, you may want to know that 21st Century Toys will be hosting its first convention, the **"Weekend of Heroes"** extravaganza, **July 7-9, 2000** at the Burbank Hilton Airport Convention Center. An M1A1 main battle tank will be on display, along with many more WW2 vehicles. Vietnam Veterans Jim Morris, John Plaster and Al Rascon will offer seminars. There will be auctions and contests, including a diorama contest and a custom figure contest. For more information about available dealer tables and event packages, contact Rex Adams at 707-678-4556.7

Book Reviews

M4 Sherman Walk Around
by Jim Mesko
Squadron Signal Publications
80 pages, B&W with color plates
ISBN 0 89747 410 4



THIS IS ONE OF THE fatter books we're seen in the long running series of horizontal formatted books from Squadron. This is actually the first in the "walk around" series to feature a tank.

The concept is simple. Walk-around the tank in photos. They cover a lot of ground here and the project is an ambitious one, trying as it does to encompass the entire Sherman series.

Well, they do an all right job of it, concentrating on the money shots depicting small details for the truly geeky. All the major types are represented and these are further depicted with line drawings, as well as color plates.

A ton of stuff crammed into a scant eighty pages and well worth the purchase price.

Steyr 1500A In Detail
by Frantisek Koran and Jan Mostek
Wings & Wheels Publications
57 pages, B&W and color
ISBN 80 902677 4 2

Wireless for Wehrmacht in detail:
The Radio Communication Equipment in the German Army during WWII
by Alois Vesely and Frantisek Koran
Wings and Wheels Publications
64 pages, B&W and color
ISBN 80 902677 5 0

THE BUSY GUYS AT WINGS and Wheels have hit us with two new titles. The first covers the Steyr, and like its predecessors, it's a useful mix of color photos and profile line drawings. The photos of the suspension and engine are especially useful. This volume also mixes in a substantial number of free-hand-style ink drawings of the various chassis and drive components.

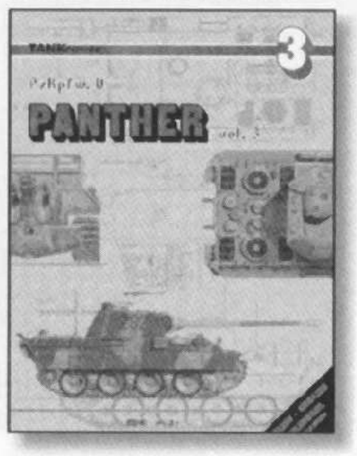
Perhaps the biggest drawback of the booklet is that, although the Steyr 1500 A is featured on the cover, it never appears inside the book. Most of what is shown depicts what may be post-war conversions of the basic Steyr.

Although we dug this book, we still are pining for more photos of the 1500A, not to mention the Kommanduerwagen.

The second new title is going to cause quite a stir. The title pretty much sums it up. Dozens of different sets are depicted. These are shown in full color photos of restored or pristine examples (hubba-hubba) or within the context of their use in B&W shots taken from wartime tech manuals. The Kfz. 61, 72, 305/18, 305/22, Kpfz. II and Kpfz. III are all so depicted.

You'll want to have this and you'll want it now.

Panther Vol. 3, PzKpfw V
by Waldemar Trojca
AJ Press
168 pages, B&W with color plates
ISBN 83 7237 031 1

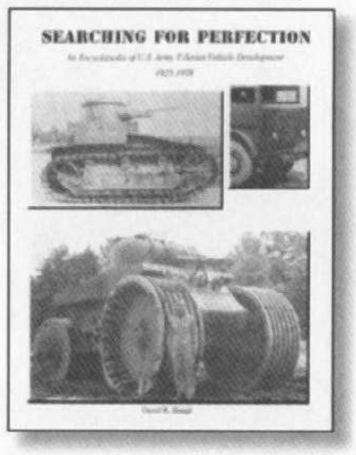


THIS IS THE THIRD IS A SERIES which is rumored to be running indefinitely. Sounds OK to us. All the previous attributes apply here and this issue is primarily devoted to the early Panthers, especially the D.

Like the previous volumes, this one is stuffed with perfectly rendered line drawings of the Panther, many of which help to finally clarify many of the Panther's mysteries. To us, the series showing the first two prototypes was worth the price right there.

Be sure not to miss this one, as many of the line drawings touch on themes from the previous volume (as did the second volume). On top of that, copies of the first volume are now becoming hard to find. You won't be sorry!

Searching for Perfection
An Encyclopedia of US Army
T-Series Vehicle Development 1925-1958
by David R. Haugh
Portrayal Press
100 pages, B7W throughout
ISBN 0 938242 33 4



THIS RATHER BASIC BOOK COVers all the T-series prototypes from the early part of the century right through the early sixties. The concept may be simple, but boy, is it thorough.

Most of the entries contain a single photo of the vehicle and all have a brief, but complete description. All this is capped off with a comprehensive index.

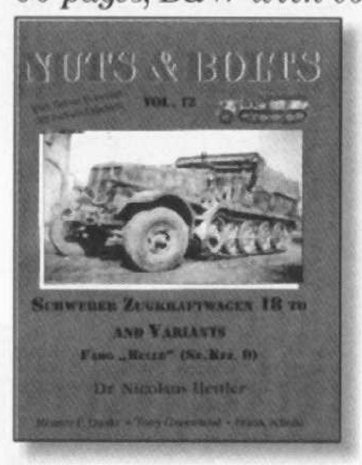
This book is a valuable reference for those interested in the development of American armor in the 20th century.

Pioneer
The Scammell R100, SV1 & SV2, TRMU20 and TRMU30 in British Army Service
by Pat Ware
Warehouse Publications
101 pages, B&W with color section
ISBN 0 9525563 8 3

IF YOU ARE LOOKING FOR good references on that Accurate Armor Scammel, this is the place. This book covers the design, development and deployment of the Pioneer series of recovery tractors in service with the British army during WW2. Some very interesting development photos are shown with a variety of wartime photos of the various configurations of the tractor. In addition, there are several line drawings reprinted from tech manuals and a few color shots of restored vehicles. One of our favorite parts was the very thorough explanation of the variants, which is also accompanied by line drawings. Taught us a thing or two!

All in all, a nice little package. Any kind of reference on British vehicles is scant on this side of the pond, so we consider this a great discovery.

Nuts & Bolts
Volume 12, Schwerer Zugkraftwagen 18 ton and Variants FAMO, "Bulle" (SdKfz 9)
by Dr. Nicolaus Hettler
96 pages, B&W with color plates

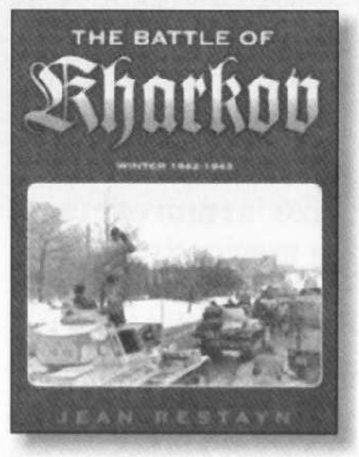


CAN YOU BELIEVE IT'S 12 VOLumes in this series already? The latest is as timely as today's headlines covering the mighty FAMO tractor. Vol. 12 follows the same format established with Vol. 10 on the Hummel. It's thicker, being a full 96 pages and it contains a brace of color plates depicting four different vehicles and line drawings depicting seven different versions of the basic FAMO. Color drawings are also provided of several different marking schemes and, of course, we get the usual comprehensive discussion of the vehicle's development and its various forms and a lengthy bibliography.

What will really cause your jaw to drop is the amazing variety of in service photos selected by the authors. We can never remember seeing many photos of the FAMO, even in books specifically devoted to German half-tracks. This is a true treasure-trove of visual data.

If you're looking for inspiration for your Tamiya kit, look no further!

The Battle of Kharkhov
Winter 1942-1943
by Jean Restayn
J.J. Fedorowicz Publishing
410 pages, 32 pages of color plates and maps
ISBN 0-921991-48-7



THERE HASN'T BEEN A LOT published on the 1 SS Panzerkorps epic battle for the Russian city of Kharkov. This took place in the early winter of 1943. The battle has been particularly fascinating to WW2 enthusiasts perhaps because it was fought by many of the "star" divisions of the German army. LAH, Das Reich, Totenkopf, and Grossdeutschland all participated in this battle.

One of the reasons there has been so little in print is because many of the negatives pertaining to the SS were destroyed in the years after the war. Others are poorly cataloged or not indexed at all.

Jean Restayn has done a fine job of synthesizing material from all the major archives into this one volume. The photographs are arranged in chronological order, starting in late 1942 and running through the end of the battle.

There is plenty to feast on here. As you'd expect, it's almost all armor, with a liberal sprinkling of uniform stuff added in. The latter features many SS personalities, such as Max Wünsche, Kurt Meyer, Jochen Peiper, Fritz Witt and Sepp Deitrich.

The book also contains a liberal dose of color plates featuring many of the different armored vehicles involved in the fight.

It's great to finally have a book on the subject, especially one that covers it so thoroughly.

C L A S S I F I E D S

WANTED: 1/72, 1/76 scale and smaller armor, equipment and figures. Books, magazines and information on the German and Italian armies in Africa during WW2. Instructions from conversions, photo-etch and regular kits showing vehicle interiors, engine compartments and super detailing items. Military and police patches. Contact Peter Rechkemmer, 3410 Sands, El Paso, TX 79904

FOR SALE: ALL KITS ARE UNBUILT, 1/35 DML figure kits. DML Light Seal Support Craft, some Tamiya armor kits, plus Verlinden 1/35 and 120mm kits. For list and price send L.S.A.S.E. to Danny Trepanier, 10070 Beach Rd. Waukegan IL 60087.

WANTED: Old Osprey-Vanguard armor issues #2, #5, #7, #10, #12, #44. Issues of "Tankette" magazine. "Military Illustrated" magazine in English 4, 5, 6, 11 and "Steel Masters" #14. Will pay reasonable prices or trade. Bob Collignon, 403 Huntington Ave. Buffalo, NY 14214. (716) 837-2204 after 6 pm.

WANTED: Looking for unbuilt Gunze armor kits. Will trade or purchase. Have large collection with many hard to obtain kits for trade. Send info to Ted Paris, 551 Wegman Road, Rochester, NY 14624.

FOR SALE: by Author : 1/35, 1/48, 1/72 & 1/76 scale drawings (4 or 5 views). Illustrated catalogue for 2 IRCs. FOR SALE: from Artist-Illustrator acrylic oil on Bristol card, A3 size, from $400.00 U.S. List for 2 IRC to :Mr. H. Cance, 56, Bd. E. Lintilhac,15000 Aurillac, France.

WANTED: 1/35 scale kits, parts, anything leftover from US and British WWII models. Harpers M3 Satan Flamethrower. TM Manuals on US vehicles From WWII. Books and magazine articles on vehicles. IPMS magazines from Canada. Also contact with modelers in the US and Canada with an interest in 1/35 scale vehicles US and British. Contact Ian Howes. Hanselmann Str. 28a 80809 Munchen, Germany. tel (089) 3592474.

WANTED: Any spare WW2 Russian tank parts you don't need, same goes for pieces from any Tamiya German halftracks (250, 251 c or d). For Sale: Decals and kits from eastern Europe. Currently have decals for T-34, KV-I and entire BT family. Write for list of available kits. Edmund S. Fortuna, 200 Old Prospect School Road, Sparta, NJ 07871

WANTED: Items listed below. No time limit. Please include phone number and price/condition first letter. Books/Mags: Complete or partial set of AMM Review. MMiR V1 #s 1, 2, 4, V2 #1. Military Model Preview (formerly Military Aircraft Preview) V1 #s 1-3, 5, 6, 9, 11, 12; V2 #s 1, 10-12; V3 #s 1, 4-12. Catalogs: DML/Dragon 90, 88, 87; Italeri 94, 88, 87, 85, 82, 81, 80, 77 and earlier; Tamiya 94, 78, 77, 71 and earlier. Please only full size, No Mini-cats or brochures. Hardbounds: Bound V2 Profiles British AFVS 1919-40. I also need info, reference sources, photos and TM on: Semiltrailer, Refrigerator, 5 ton. Good copies acceptable. Dio accessories and buildings: 1/35 Deauville (resin) #106 Ruined 2 story (large), #110 'The Bridge,' #112 Loghouse. Kurton #007 3 Story 3 sided ruin, Magus Program Design 1/35 French Corner Cafe (foamcore), Russian wood house, Small wood barn. Any Magus blueprints needed also. US Airfix edition of #51513 1/32 Checkpoint (includes humpback bridge, gate, guardhouse, tower). Kits/Figures: CMS (resin) 1/35 Diamond T Wrecker and Cargo trucks. Italeri Bersaglieri infantry. MAX #04 1/35 1/4 ton Ford GP Jeep/trailer and base. VMK (resin) 1/35 #001 U7144 Jumbo Jeep 5 ton tractor, #002 C-2 multi-purpose semitrailer. Tamiya 1/25 Patton, Radio Operator. Squadron Combat Line and Squadron Rubin figures. FOR SALE: Professionally built, 1/25 scale tanks. Used by Soviet Army as training aids. For details LSSAE. All replies to: M.C. Overstreet, 5257 Luwana Drive S.W., Roanoke, VA 24018-3323. (540) 774 7244 after 7PM Eastern.

U.S. RESIN KIT MANUFACTURER seeking master pattern makers for armor related subjects, i.e. kits conversion, figures. If interested please send name and address, phone number to: Commander Series Models, Inc. 551 Wegman Road, Rochester, NY 14624.

WANTED: SWM, non-smoker seeks SWF who likes long walks on the beach, pina coladas and who possesses a VMK kit #004 "Remorque Transport de Char" M9 45 ton tank transporter. Looking for the unbuilt resin kit. I have the tractor and need the trailer. Please contact Mike Maggio c/o Ampersand Publishing.

FOR SALE OR TRADE: ESCI (German), Supply Wagon, Ambulance Wagon, German Sappers, Rest Area, Paratroops, Engineers, 7.5cm Light Inf. Gun, British Red Devils. Airfix: Japanese Multipose 1/32 Infantry. Monogram: Calliope Sherman, Hedge Hog (1/32nd scale). All kits unbuilt, mint in box. WANTED: Tamiya Tigers, Panthers, Halftracks, Marx 1/32 figures and playsets. Ron Angleton, 316 Oak St., Tipton, IN 46072. (765) 675-3907 weekends.

WANTED: Unbuilt old Italeri kits, #234 (SdKfz. 234/3), #255 (SdKfz. 234/4). Sturm and Drang Magazines, Jean Restayn's Tanks of WWII; Encyclopedia of German Tanks of WWII; Ground Power Magazines. George Krausse, P.O. Box 3152, Florence, OR 97489.

WANTED: Information about clubs or individuals who are interested in 1/24th and 1/25th scale armor models. Also interested in purchasing same. Terry Hoepf, 5606 N. River Road, Pemperville, OH 43450. 419-287-4202.

ARMOR, AIRCRAFT & SHIP COLLECTION: Over (450) 1/35scale armor, 1/350 scale modern warships, and both 1/72 & 1/48 scale modern jet aircraft. WW2 to modern armor and figure kits. Both current and out of production kits. Also, many resin conversions and full kits. Decal set and ceramic diorama kits. Many kits still wrapped. All unbuilt and unpainted. GREAT DEALS! Send LSSAE with $.55 postage for list with asking prices. Allen Chubb, Jr., P.O. Box 134, Lykess, PA 17048-0134 or call 717-362-1120 after 6 p.m. EST.

MUST SELL: Lose the kits or hit the couch! Sound familiar? The answer is simple for many, the couch doesn't talk back. Unfortunately, it's her couch. My loss can be your gain. New/OOP WW2 figures/armor kits (1/35) for sale. Tamiya, Italeri, DML, ESCI. Send SASE for complete list to Lawrence Jung, 60 E. 12th St., #3F, New York, NY 10003-5036.

FOR SALE: Built 1/35th scale armor kits. These are nicely done with some external detailing. Please advise your particular needs/wants. Will consider requests to build. Currently over 100 finished. Bill Whitley, 311 Bundy Avenue, Endicott, NY 13760. 607-748-7922 IPMS #20778.

FOR SALE: one 1/15 scale Bandi Tiger I, built and painted to perfection. Set up remote. Looks real nice. Call me at 973-628-0574 after 6 p.m. for details.

WANTED: Looking for the following discontinued ROCO vehicles; #229 Faun 10 ton 6X6 truck, #230 Faun 10 ton 6X6 truck, #291 Elefant Tank Transport, #409 Pioneer Set. I will consider purchasing collections of ROCO armor. Also looking for pics, dimensions, etc., on Wegmann Pzh 2000 S.P. gun for scratch build. Cal Raines, 904 Irving St., Olean, NY 14760.

FOR SALE: Roskopf HO Scale Military Vehicles. German, Russian, NATO, Write for list: Christopher Gill, 580 W. Lewiston, Ferndale, MI 48220-1204.

WANTED: Bindable B&W photocopies of MMiR Vol. 1 #3 on 11 x 17 inch paper, front and rear covers on one side, inside covers on the other, etc., through pages 19 & 22/20 & 21. Contact Dr. Peter Schweisthal, Gruner Str. 107, D-40239 Duesseldorf, Germany.

WANTED: Squadron #3001 Fallschirmjager In Action; Armor In Action #'s 2003, 2006, 2007, 2009, 2013, 2019 and 2021; Presidio Press (hardcover) Patton, Kennedy M-103, Kirin 120mm figures #21001 USMC 1968, #21004 S.E.A.L. In Desert Storm. Contact Ed Barber, 7158 Akron Road, Lockport, NY 14094.

WANTED: Squadron Rubin 54mm kits, Squadron line 1/35. Also, Battleline and Deauville figures. Buy or Trade War Monthly magazines. Respond to J. Pauly, 2836 Pleasant Avenue, Lakeview, NY 14085.

FOR SALE: 24 1/35th armor kits. AFV, Cromwell, DML, Esci, Heller, Ironside, Italeri, Revell, and Tamiya. Photo-etch, metal barrels and/or resin conversions for each kit. Also armor videos and magazines. Will only consider purchase of total list. If interested, request list and pricing via e-mail at malaaki@aol.com or call Greg (206) 323-5476 between 6:00-8:00PM PST.

THE HISTORICAL MINIATURE FIGURE SOCIETY OF COLORADO meets on the first Thursday of each month from 6:30 P.M. to 8:30 P.M. at the Aurora Central Public Library, 14949 East Alameda Drive, Aurora, CO 80012. For more info contact, HMFSC, P.O. Box 461562, Aurora, CO. 80046 (303) 693-7924

CALIFORNIA HISTORICAL MODELERS ASSOCIATION: meets the second Friday of each month (except holidays) in the Provident Bank community room, 1690 East Florida Avenue, Hemet, California at 7:00 p.m. CAHMA welcomes modelers interested in historical scale modeling, including armor/ordnance, aircraft, car/vehicle, historical figures, ship/boat, space/sci-fi, railroad, diorama and vignette. For more information, call 909-652-0556

I WOULD LIKE TO CORRESPOND WITH MODELERS ALL OVER THE WORLD. Looking for someone to swap materials with, or just chatter about kits. I build mostly present day vehicles, diorama and figures of Special Forces. Theo Naus, Esdoornstraat 4, 5995 AM Kessel, The Netherlands.

IN SEARCH OF PENPALS AND MODELERS to exchange with. Can offer all models of Zvesda Plastic Model Co., ICE Co., Alan Hobbies/VM Co., AER, Start Model, models which are of a high class, and some books and magazines on modern military equipment and that of WW2. My interests include weapons of WW2 produced by Tamiya, DML, Italeri and ESCI in 1/35 scale. Also interested in books and magazines on techniques AFV and model catalogues. Write to: Alexandr A. Rjazanov, ul. Kronshtadskaja, d. 75, kv. 19, Makeeva-14, Ukraine - 339014.

MODELER FROM THE UKRAINE who would like to get in touch with other modelers to exchange models. I am looking for contacts with North American modelers. I will answer all letters sent to me. Andrey Kozlov, Zvenigorodska, 12 kw. 43, Zaporozhye - 93, 330093, Ukraine.

WANTED: Looking for a boxed UBER modeling knife set. The company that made them has gone out of business. If anyone has one for sale or has information on how to get one please let me know. Write or call: Larry McHam 1148 Simpson Dr. Hurst, TX 76053, 817-268-3167. E-mail is cynthiam@airmail.net.

WANTED: Tamiya kit #6502-1800, U.S. 75mm Pack Howitzer. Call (734) 669-2753. M-F 8:00-5:00 ET, or write: Barry Gazso, 1864 Samer Rd., Milan, MI 48160. Will pay any reasonable price.

WANTED: German military books WW1, WW2, East German. New or used period pictorials. Please respond to PJR, P.O. Box 122, Martinsville, NJ 08836.

WANTED: Concord Publication books: T64 & T90, T54/55/62 and Arsenal of Aggression. I am willing to pay a reasonable amount for these books in good condition. Please send information on these books and prices to John Wiley, 3120 Mountain Pass Road, Troutville, VA 24175.

AMPS EAST 2000, Saturday, September 16, 2000, Fort Dix, NJ. The largest armor modeling show in the Northeast, sponsored by the Eastern Front AMPS Chapter of the Armor Modeling and Preservation Society, it will offer judged entries, vendors, refreshments and raffles. For more information, contact Ed Fortuna, P.O. Box 473, Franklin, NJ 07416, 973-882-7024, ed442na@yahoo.com, Brian Bocchino, 20 Honey Locust Lane, Eastampton, NJ 08060, 609-702-1825, bocchinb@erols.com, or Matt Toms, 461-4C Spring Street, Naugatuck, CT 06770, 203-723-2995, tinmanssg@worldnet.att.net.

FOR SALE: Unbuilt 1/16 Tamiya King Tiger Porsche turret kit, static model, minus R/C gear. Asking $200.00. WANTED: ESCI 1/72 King Tiger, Bandai 1/24 King Tiger Porsche turret kits. Contact David Dees, 8125 Jeanie Lane, Knoxville, TN 37938, 423-922-2891 after 6 p.m..

WANTED: DML #6047 JSU-122s and DML #6804 JS-2M UZTM. Contact Robert W. Marshall, 43 Brookfield Court, Toms River, NJ 08757, 732-341-7487, until 10 p.m. Eastern time. Web site: ClancyTRB@aol.com.

FOR SALE: Built 1/35 scale armor kits. Nicely done with some external detailing. Please advise us of your particular needs or wants. Will consider requests to build. Currently, over 100 finished. Contact Bill Whitley, 311 Bundy Avenue, Endicott, NY 13760. Phone: 607-748-7922, E-mail: bill0637@aol.com

NEEDED: obsessed modeler can't rest until I have Gunze 1/35 scale Panzer III crew in black cloth uniforms seated in the tank turret. I also must have the Jaguar 1/35 scale windmill. E-Mail me please at csmegalodon@aol.com.

THE GLUE CREW will host an Open Competition Modeling Competition at the National Guard Armory at 17th Ave. & Sherman St. in Wausau, Wisconsin on Saturday, November 11, 2000. For further info please contact Pete at P.O. Box 1493, Wausau, WI 54402, or call 715-675-2085 after 5:00pm, or e-mail gluecrew@hotmail.com.

WANTED: Jim Shirley Productions resin 120mm(1/16th scale) M-1A1 Abrams. Unbuilt, built, any condition... need it for parts. Contact Larry Cobb email: Larryc@unm.edu or phone: (505) 299-5662.

WANTED: Tank Magazine Special- Israeli Tanks & APC's; Panzer Magazine-The Iran-Iraq War; Tank Magazine - any issue; Verlinden #705, T-55 Update, #714 T-55 Applique Armor; AEF Designs - any conversion kit (Israeli, Soviet, Iraqi, American); Azimut/ADV-PLO figure, Russian Tankers, French Tankers (Modern), #35110 XM233E1 Tow Launcher; Born in Battle Magazine-any issue; Military Enthusiast- any issue; War Data - any issue; RAIDS Magazine - any issue; Friulmodellismo Figures, Iraqi Tankers, Yugoslav Troops, Civilian Photographer; Chesapeake Model Designs, T-54 turret, T-62 (early turret), M60 Turret (early production), M48AI Conversion Kit; Jaguar - JS II interior. Contact Joseph Chiaramonte, 8711 26th Avenue, Brooklyn, NY 11214.

ARMOR MODELERS ONLY: THE ARMOR SHOP is open for business. Full line dealer. One stop for all your needs - kits, accessories, tools, paint, books - ARMOR ONLY. Never pay retail. Catalog $3.00 refundable with first order. Shop on the web at www.armorshop.com. The Armor Shop, Dept. MC, 3548 Silverado Drive, Columbus, Ohio 43228. E-mail us at armorshop@aol.com. NO PLANES - NONE OF THE TIME.

WANTED: Highly competent armor builders who can photograph and write about their modeling projects. Adequate writing and photography skills, and computer literacy a must. Fees paid for article submissions. Also looking for individuals willing to submit original historical research articles. Access to archival photographs a plus and ability to render scale drawings in Adobe Illustrator or Freehand (Mac or PC) a big 'ol stankin' bonus. Also seeking illustrations alone. Forward samples only (photos, writing, etc.) to: Editor MMiR, 235 NE 6th Ave #4, Delray Beach, FL 33483.

Every subscriber to Military Miniatures in Review is entitled to a free classified ad for the length of their subscription. Submit TYPE WRITTEN COPY ONLY (no handwritten ads accepted). There is no space limit, but be as brief as you can (we mean: don't be a hog about it). Corrections, sales or omissions should be brought to the attention of the publisher as soon as possible to prevent re-occurrence. E-mail classified info to mmir35701@aol.com

Issue 22 Advertiser's Index

Accurate Armour	Page 42
Air Connection	Page 16
Ampersand	Page 31 & 73
Archer	Page 16
Armor Shop	Page 17
B-Troop	Page 8
Chesapeake Model Designs	Page 8
Commander Series Models	Page 17
Depot Train & Hobby	Page 23
Falcon Supplies	Page 32
Gaso.line/Tarmac	Page 8
Hobby Bounties	Page 23
Hobby Depot	Page 31
ICM	Page 2
Jaguar	Page 27
Legends	Page 27
Marco Polo	Inside Front Cover
M&Models	Page 32
Model Cellar	Page 23
Ordnance Depot	Page 48
R&J Enterprises	Page 6
RHPS Models	Page 16
RZM Imports	Pages 33, 77
S&J Hobbies	Pages 32 & 42
Squadron Mail Order	Page 80
Tamiya	Inside Back Cover
The Tank Workshop	Page 17
The Testor Corp.	Back Cover
The Red Lancers	Page 23
The VLS Corp.	Page 1

M-4 Series

T49 Three Bar Cleat Track as shown in photo.

Now Available T54E1

T48 and EC2 Coming Soon!

Send large SASE for product and price information.

P.O. Box 906
Massillon, Ohio 44648
330-837-1031
E-mail: pswartz@sssnet.com

Dealer inquires welcome!

1/35 scale M4 Sherman Series Accessories

T48	Rubber chevron individual link track set
T49	3 bar cleat individual link track set
T51	Rubber block individual link track set
T54E1	U.S. metal chevron individual link track set
T56E1	U.K. metal chevron individual link track set
T54E2	U.K. metal chevron individual link track set
WE210	Double I bar individual link track set, *limited production*
EC2	Extended end connectors for above sets injection molded, 180 per set

"The difference is in the details!"

DRY TRANSFERS

Over 140 different sheets for:

- US vehicles
- German vehicles
- British vehicles
- Soviet vehicles
- Modern

MORE BEING ADDED MONTHLY!

Self-adhesive weld beads, rivet heads, casting symbols and numbers

NEW! Uniform patches

NEW! Illustrated Catalog $8 (refunded with first order)
(.PDF format catalog can be downloaded from website for FREE!)

ARCHER FINE TRANSFERS

1205 Silvershire Way, Knightdale, NC 27545, USA
www.mindspring.com/~transferman
24 hour ordering FAX line: (919) 266-4181

ABER

PANTHER, PART 4

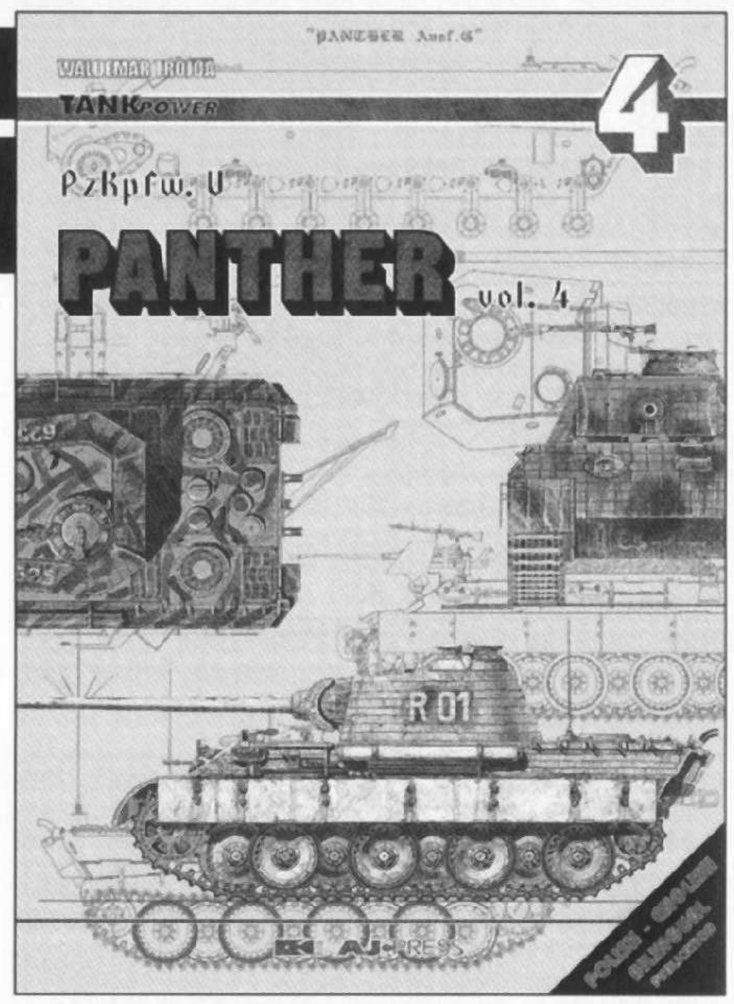
by Waldemar Trojca
Published by A-J Press

168 pages

over 80 b/w photographs

Over 100 highly detailed drawings in 1/35 scale, including a special A4 pull-out section containing scale drawings of the Fries Borkkran, 16-ton Panzer Gantry

8 pages in full color



RECENTLY RELEASED

16001	German helmet liners w/ decals	$12.99
35073	SdKfz 250/1 Neu	$19.99
35092	Centaur C.S. Mk. IV	$17.99
35093	FAMO - basic set	$19.99
35094	FAMO - additional set	$19.99
35A58	Browning M2 ammo boxes	$9.99
35A59	German helmet liners w/ decals	$9.99
35A73	SdKfz 250 Neu fenders	$9.99
35A74	SdKfz 250 Neu stowage bins	$13.99
35A75	SdKfz 250 Neu upper armor	$11.49
35A92	Deep Wading Trunks for Cromwell	$11.49

COMING SOON

35067 PzKpfw I interior
35068 Panzerjager I basic set
35074 SdKfz 250/8 Nue
35076 Steyr 1500A
35077 SdKfz 234/3
35081 Jagdpanzer IV/70
35084 SdKfz 250/I Alt
35085 SdKfz 250/II Alt
35087 Renault FT-17
35088 SdKfz 251/I
35090 Steyr 1500 Komand

IMPORTED AND DISTRIBUTED BY:

AIRCONNECTION

PHONE: 905 826-7460
FAX: 905 826-6764

Attention Dealers

AirConnection is the
Exclusive Importer and Distributor
of AJ-PRESS and ABER
in North America

All Inquiries welcome

e-mail: airconnection@sprint.ca
www.airconnection.on.ca

THE ARMOR SHOP

3548 Silverado Drive
Columbus, Ohio 43228

The first ARMOR ONLY Hobby Shop for the discriminating armor modeler

NEVER PAY RETAIL AGAIN !

WINTER SPECIAL: TAMIYA FAMO 18 ton Halftrack

$65

Add $4 Shipping & Handling Ohio residents add 5.75% Sales Tax

FULL LINE DEALER

Your one-stop shop for armor kits, accessories, tools, paints, and reference books

E-mail us at armorshop@aol.com
Shop on the web at www.armorshop.com

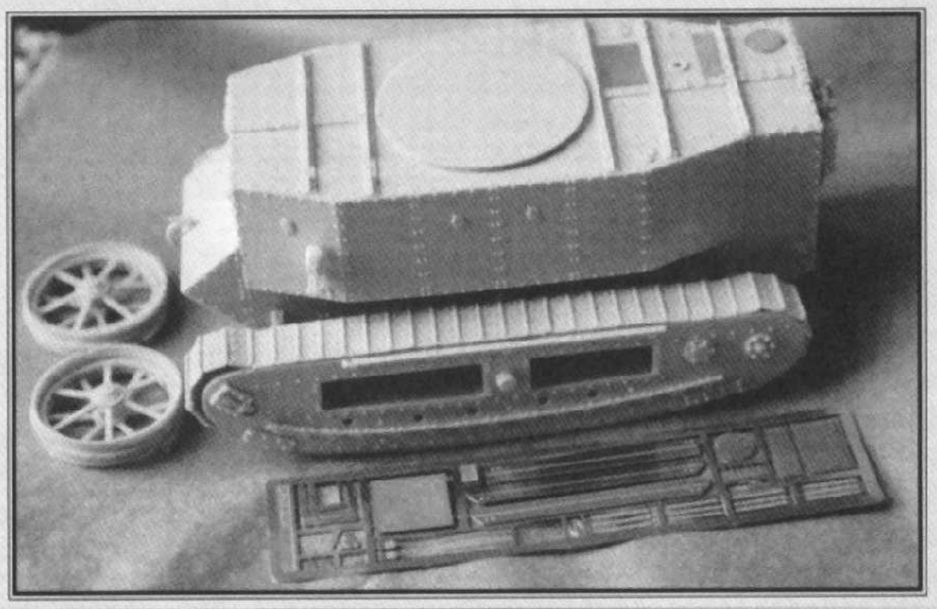
NO HASSLE MONEY BACK GUARANTEE

Latest catalog $3 refundable with first order

MASTERCARD and VISA ACCEPTED
FAX your order to (614) 279-2168

NO PLANES - NONE OF THE TIME

COMMANDER SERIES MODELS, Inc.



Little Willie **$125.00**

1/35 Scale Full Kit of British prototype. Resin cast with photo etch parts.
Includes driving trailer. Model measures 8.5 inches in length

AVAILABLE NOW!!

7.5 Pak 40 auf 38(t) sdkfz 138 **$65.00**

1/35 Scale Conversion for DML Hetzer.
Includes Tamiya Pack 40 kit.

ALL PARTS GUARANTEED

Commander Series Models, Inc.
551 Wegman Road
Rochester, NY 14624
phone/fax: (716) 247-3104

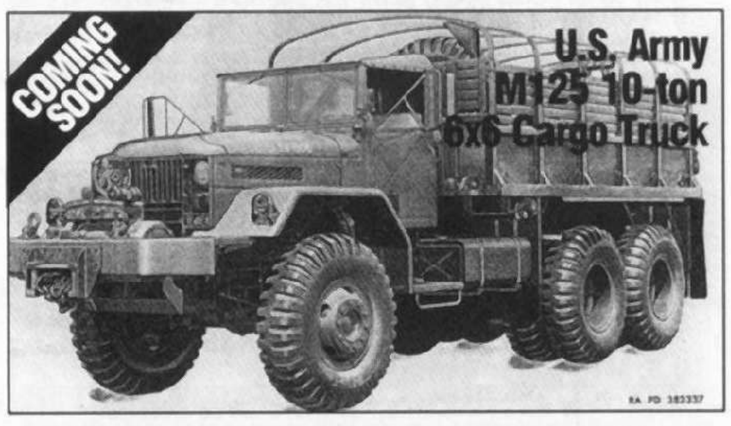
15% DISCOUNT TO MMIR READERS

0004	M4A1 Early Hull with closed rear deck	16.00
0008	M4A2 Hull with closed rear deck	16.00
0009	M4 105 Howitzer kit turret and hull	25.00
0010	M4 Howitzer turret set with resin barrel	16.00
0011	M4 Early turret with open loader's hatch	9.00
0012	M4 Early turret with open pistol port	9.00
0013	Firefly turret with hull components	12.00
0014	T-23 turret, oval hatch with aluminum barrel	17.00
0015	T-23 turret, round hatch with aluminum barrel	17.00
0016	M4 concrete appliqué	7.00
0017	M4 with pieces/wood appliqué	7.00
0018	M4 3 pieces/steel appliqué	7.00
0019	M4 3 pieces bolt nose	8.00
0020	M4 Early cast nose	7.00
0021	M4A3E2 uparmored nose	7.00
0022	M4 early fighting compartment, interior	50.00
0023	M4 late wet stowage lighting compartment	50.00
0024	M4A2 conversion set	9.00
0025	M4A3E2 Jumbo turret set with aluminum barrel	18.00
0026	M4 Late dished wheels	10.00
0027	M4 pressed wheels (detail on both sides)	9.00
0029	Cullin Hedgerow cutter (angle iron teeth)	9.00
0030	Cullin Hedgerow cutter (T-bar teeth)	9.00
0031	Cullin Hedgerow cutter (I-beam teeth)	9.00
0032	76 mm turned aluminum gun barrel	7.50
0035	M4 radial engine and engine compartment	35.00
0036	M4 Early int. w/radial eng. & eng. comp. detail	70.00
0040	M4 late 75 mm turret with open loader's hatch	9.00
0041	M4 radial powered tank, deep wading kit	18.00
0042	M4A3 early conversion set	9.00
0043	M3 suspension replacement set (Tamiya M4 kit)	16.00
0044	M4 Sherman, M34 mantlet conversion set with 75 mm aluminum barrel	9.00
0045	Combination of 0021, 0025, and 0026 for M4A3E2 conversion	30.00
0052	M4A2 and M-10 12 cylinder diesel engine	13.00
0053	M4A2 engine and engine compartment for Tamiya M4 and M4A3 Sherman	24.00
0066	M3 half track open drive sprockets and idlers with tracks	12.00
0067	M4 Early Sherman hull with forward vision-open deck for Tamiya parts	16.00
0068	M4A1 Early cast hull Sherman-open deck for Tamiya parts	16.00
0069	M4A3E2 Jumbo hull-complete	16.00
0070	M4 Composition hull-open deck for Tamiya parts	16.00
0071	M4AI Early cast hull with appliqué open deck for Tamiya parts	16.00
0072	M4A1 Cast Hull Forward Vision Slots	16.00
0073	M4A3 E2 complete Jumbo conversion for Tamiya's M4A3 lower hull	
0074	M4 Hull detail set (tools, vision block, cable tie downs, etc.)	6.00
0076	Early M4 Sherman suspension	17.00
0077	M4 M34AI Sherman mantlet with casting numbers	3.00
0083	M38AI Jeep tires with chains	8.00
0087	M8 Armored car tires with chains	13.00
0088	LRDG Chevrolet truck wheels and tires with 2 spares	12.00
0089	GI gas cans in trays with straps	6.00
0090	American 5 gallon oil cans	5.00
0091	M4 Sherman upper hull rear vents	3.00
0092	Pershing 90mm canvas covered flash suppressor	3.00
0093	M26 (M25) Dragon Wagon wheels and tires	24.50
0094	M123C 10-ton tractor	98.00
1066	German gas cans with grenade attached (3)	2.00
1075	Wooden crates-3 medium and 3 large	5.00
2023	(Fu) SdKfz 223 armored car interior	20.00
2045	Tamiya Flack 88 wheels and tires	10.00
2046	SdKfz 251 and Hanomag 8 ton front wheels with snow shoes	6.00
2047	Tamiya 8-ton spoke wheels with civilian pattern tires	3.50
2048	Tamiya 223 armored car wheels with chains	6.50
2049	Tamiya 4 x 4 Horch wheels with chains	6.50
2050	Early Tiger I flash suppressor with canvas cover	4.00
2051	Late Tiger I flash suppressor with canvas cover	3.75
2052	Panther flash suppressor with canvas cover	3.75
2053	Pz. Mark IV suppressor with canvas cover	3.75
2054	King Tiger flash suppressor with canvas cover	3.75
2055	Porsche Elephant suppressor with canvas cover	3.75
2056	Jagdpanther flash suppressor with canvas cover	3.75
2057	Puma wheels and tires	9.00
2058	Famo wheels and tires	9.00
3502	Skybow M108 and M109 track links	14.95
3503	Skybow M38A1	29.00
FS3501	50 caliber M2 machine gun with M31 truck mount	6.00
FS3502	M40AI 106mm recoilless rifle with M79 tripod	11.00
3505	U.S. 1/4 ton 4 x 4 M38A1C w/ M40A1 106 mm recoilless rifle	29.50
A005	MB detail set for Tamiya kit	6.50
A007	GPW/MB conversion	11.50
A008	MB cargo rack	7.50
A009	MB armor set for Tamiya kit	9.50
A010	MB deep wading set (white metal) Tamiya	7.50
A023	CCKW armor set for Tamiya kit	12.50
A024	CCKW deep wading set (white metal) Tamiya	7.50
M3001	M3 Stuart detail set (Tamiya kit)	5.50
M4005	M4 Sherman detail set (Tamiya M4A3 kit)	5.50
M4007	M4 Sherman detail set (Tamiya early M4)	5.50
A026	Deep wading kit for M 3 V2 track	9.00
A031	Walker Bulldog M41 Photo etch sheet	10.50
A0327	M24 Chaffee Photo etch sheet	8.50
A034	Deep wading kit for M8 armored car	9.50
A039	M38AI Deep wading kit	10.00

NEW ITEMS FOR THE TAMIYA KV KIT

KV I 41-43 Engine Deck	5.00
Early KV I-II engine deck	5.00
KV8 Flame Tank (turret & access. for Tamiya KVIB)	13.00
KV II 152mm Barrel	3.00
KV I 1942 uparmored turret	15.00

PLUS OUR ALL NEW FIGURE LINE COMING SOON!



Please Note: Our Sherman hulls are designed to kit bash with the Tamiya Sherman kits on the market. Those marked with open deck are for use with the Tamiya decks in their M4. Those not marked with open deck are cast-closed. Our M4A2 & A3 conversions have their own deck plate.

For a complete listing of The Tank Workshop's products, log on to the VLS website at:

www.modelmecca.com
e-mail vlsmol@i1.net

THE TANK WORKSHOP

6110 W. SOLANO DRIVE S.
GLENDALE, AZ 85301
(602) 915-3862 FAX

SEND FOR FREE COMPLETE PRICE LIST

The Idea Bank

The following is an extension and compilation of all the wish lists and "we gotta haves" that have appeared in the magazine over the years. The list also reflects a few brain storming sessions where we just sat around with a few books and shouted out what we liked.

We have divided it into three categories: plastic kits; resin kits; and conversions and updates. A few of the ideas appear in both the plastic list and the resin list. Most would pick plastic over resin due to the cost, but we'd be glad to have either. A lot of what's listed is rather obvious, like the German half-tracks and the LVT's. A few of the plastic ideas are rather odd, but the entry of the eastern European companies into the fray has demonstrated that the sky's the limit.

Basically, we don't warranty any of the items listed. We think they are all sound, but we are not saying they will all sell. The deal is that if you are a manufacturer, large or small, and you see something you like, then by all means make a withdrawal—it's free! All we ask is that you let us know so we can strike it from the list.

If there is something that you don't see here, then by all means feel free to make a deposit—no matter who you are.

Please note that items that have been announced or listed since the previous issue are shown with a line struck through the subject. Notes on who and where follow. Items are displayed like this for one issue, then removed completely.

Plastic Kits

British Triumph Motorcycle
WW2. We've had the German bikes in plastic, but never this one.

British Bedford 15-cwt 4x2 truck
WW2. Very numerous soft skin.

British Morris-Commercial 30-cwt 6x4 truck
WW2. Just because it's neat looking.

British AEC Matador 4x4 truck
WW2. Useful for hauling around all that scale artillery.

British Humber Mk I Armored Car
WW2. 4,300 of them were used on all fronts.

British 17-pdr Archer SPG
WW2. We've been promised one from VM, but it's still a no-show. The towed gun wouldn't hurt either.

British Saladin
Post war. Widely used six wheeled armored car.

British Cruiser Comet
~~*WW2. ICM once had it on their box sides, but rumor has it that it's canceled.*~~ *BACK ON AS ICM STOCK NUMBER 35091.*

British Cruiser Challenger
WW2. A logical follow-up to the Comet.

British Centurion
Postwar. Many variants, used extensively by the Israelis as well as the Brits.

British Mk VIB Light Tank
WW2. Widely seen and used in the west and in the desert. It seems a natural in plastic.

British "Flail" Tank
WW2. Maybe based on the DML M4A4 kit?

British Bofors 40mm AA gun
WW2. This was the Swedish designed gun used by the British and others.

British Daimler Mark II
WW2. The neat little armored (or is it armoured?) car.

British Sexton II
WW2. The Canadian version of the Sherman chassis (Grizzly) with the 25 pounder field piece mounted on top. Do the Grizzly, too, while you're at it.

French Char B1
WW2. The famous French heavy tank.

French AMR35
WW2. Cool little cavalry tank.

French FCM36
WW2. French medium. Later used by the Germans as an SPG platform.

French Laffly/Hotchkiss S15R
WW2. Early war six-wheeled artillery tractor. Also the S20TL and the S35T.

German Panzer II variants
WW2. Still missing the A, B and F in a "modern way."

German Panzer III variants
WW2. Still missing the A, B, C and D.

German Panzer IV variants.
WW2. Still missing the A, B, C, a modern tooled D and E.

German Panzer III/IV hybrid
WW2. While you're at it. Used an interleaved suspension.

German Neubaufahrzeug
WW2. Early war medium. Hey, why not?

German Lorraine Schlepper with 10.5cm
WW2. French tractor converted by the Germans.

German Lorraine Schlepper with 7.5cm
WW2. French tractor converted by the Germans.

German Sturmpanzer II Bison
WW2. The lengthened Panzer II chassis with the sIG 33 15cm gun.

German Panzer I B 15cm sIG 33
WW2. The one with the tall superstructure.

German Marder III M
WW2. The 7.5cm gun rear mounted in a modified 38t chassis.

German Bison M
WW2. Pretty much the same thing as above, but with the sIG 33.

German Flakpanzer 38(t)
WW2. Similar to the above listed vehicles, but with the 2cm gun.

German Karlmörser
WW2. Sooner or later, right?

German Halftracks
WW2. Scratch the FAMO, but how about the SdKfz. 9, 10, 11 and the Demag D7 (a new SdKfz. 7 wouldn't hurt either). Come on man—PLEASE! There's tons of variants, too.

German SdKfz. 251/17
WW2. With the drop down sides and the 2cm flak 38. Would make an outstanding Tamiya kit.

German SdKfz. 251/20 UHU
WW2. The IR searchlight vehicle. Would also make an outstanding Tamiya kit.

German SdKfz. 251/21 Drilling
WW2. The triple flak mount. Would also, also make an outstanding Tamiya kit.

German SdKfz. 251/22
WW2. With the Pak 40 75mm. Need we say more?

German PAK 43 8.8cm
WW2. The anti-tank gun with the cruciform base.

German 15cm gun
WW2. The widely used heavy artillery piece. We'd also love to see the 17cm and the 21cm in plastic.

German 10.5cm
WW2. We thought Tamiya would do this for sure after the Wespe. 3 variants.

German Hummel SPG
WW2. Sorry, but we still need a really good one. Ditto on the Nashorn.

German SdKfz. 231 6-rad
~~*WW2. The odd-looking six-wheeled armored car. Two variants.*~~ *ANNOUNCED FROM HiPM*

German SdKfz. 231 8-rad
WW2. Modified version of the original. Used mid to late war.

German SdKfz. 247
WW2. Little armored 4x4 used by recon battalions.

German V3000 Ford truck
WW2. Similar versions were used by all the WW2 combatants.

German Bussing-Nag Truck
WW2. The basic truck, the AA version and the crane, too.

German "Büro-Anhanger"
WW2. The large boxy trailer hauled behind the Opel Blitz.

German Opel Blitz Bus
WW2. It seems like an Italeri natural.

German Opel Blitz Van
~~*WW2. Ditto on that Italeri thing.*~~ *DUE OUT THIS YEAR FROM ITALERI.*

German Mercedes-Benz G4
WW2. Mostly known as Hitler's six wheeled staff car, but also used as a regular heavy car in the field.

German le.gl.E.Pkw.
WW2. The little Stoewer or BMW light 4x4 cars. There are several variants.

German Einheits-Diesel 2.5 ton 6x6 truck
WW2. Very common throughout the war, several versions fielded.

German Faun Typ L900
WW2. Very large tank transporter (it carried the tank on its back). Towed a trailer which was also used with the big FAMO.

German Mercedes-Benz L 4500
WW2. 4.5 ton cargo truck. Also used as a very unusual "Maultier" version.

German Hanomag Typ St 100
WW2. Developed for both the Luftwaffe and the Wehrmacht, it was used to haul long supply trains and bridging equipment.

German Schwimmwagen "Trippl"
WW2. Early contender to the VW throne. Used by the SS.

German VW Itlis
Modern Bundeswehr Jeep. Also used by other NATO members.

Hungarian Toldi
WW2. There are several variants, too.

Italian Fiat/Ansaldo AB40/41
WW2. 4 wheeled armored car, also used by the Germans in Italy.

Italian L3/35 tankette
WW2. We've got a few resin versions, but it's not a very big kit...

Italian Carro Armato L6/40
WW2. Another teeny thing, some served in Russia (scary).

Italian Semovente L40 47/32
WW2. Assault gun version of the L6/40. Also used by the Germans.

Polish Fiat 508/518 Mazur field car
WW2. One of the most common soft skins used by the pre-war Polish army. Over 10,00 produced. It seems like all the armor's getting done. Anyone?

Soviet 203mm gun
WW2. The one with the tracked carriage.

Soviet Stalinets Tractor
WW2. Soviet copy of the Caterpillar 60 tractor. Pulled the 203.

Soviet BA-10/BA-12
WW2. Six wheeled armored car.

Soviet BA-64
WW2. Four wheeled armored car.

Soviet GAZ Jeep
WW2 and Korea. We have a new U.S. one, why not?

Soviet BTR-60
Post-war eight wheel armored car.

Soviet BTR-152
Post-war six-wheeled APC.

Soviet T-55
Post war MBT. Once listed in the DML catalog. Keep hope alive.

Soviet KV-85
WW2. Lots of conversions out there, but no plastic. The Tamiya kit is kinda old anyway. The KV1s would be cool, too.

Soviet SU-152
WW2. Same deal as the KV-85. These both sound like good DML material.

Soviet SA-2
Post-war mobile truck mounted SAM system.

Soviet BMD-1
Modern air-mobile infantry support vehicle.

Soviet ASU-85
Modern air-mobile tank destroyer.

Swedish S-Tank
Modern. That weird looking turretless jobby.

U.S. M1A1 Wrecking Truck
WW2. Terrific looking heavy wrecker made by Ward LaFrance.

U.S. M2/M2A1 Halftrack
WW2. The one with the shorter back end.

U.S. M3/M3A1 Halftracks
WW2. We're still waiting for contemporary plastic versions of this series. Help us Obi-wan Tamiya, you're our only hope...

U.S M3 Stuart
WW2. We're still waiting for a contemporary plastic version of this, too. Throw in the M5 and M8 while you're at it.

U.S. M4 High Speed Tractor
WW2/Korea. Towed the Long Tom and used Sherman tracks. Think of all those lonely AFV Club kits.

U.S. M5 High Speed Tractor
WW2. Loosely based on the M3 in the suspension area. Hauled the 105, 155 and the 4.5 inch gun.

U.S. M6 High Speed Tractor
WW2/Korea. Successor to the M4, also towed the Long Tom and the 8-inch howitzer.

U.S. M10 ammo trailer
WW2. Pretty numerous on all fronts and commonly seen with the M7 Priest and the M8 HMC.

U.S. M19 Motor Carriage
Korea. Dual 40mm mounted on the Chaffee chassis.

U.S. M23 8-ton 4-wheel ammo trailer
WW2. Weird looking, but pulled along with every Long Tom.

U.S. M29 Weasel
WW2. The Monogram kit was a looooong time ago. Both variants.

U.S. M31 ARV
WW2. Recovery version based on the Lee/Grant series.

U.S. M36 Jackson
WW2. 90mm version of the M10 motor carriage. AFV Club???

U.S. M37 Motor Carriage
Korea. 105mm mounted on the Chaffee chassis.

U.S. M40 Motor Carriage
Korea. The Long Tom mounted on a "Easy Eight" type chassis.

U.S. M41 Walker Bulldog
Post war and Vietnam. It's high time for a new kit. The M42 Duster would be cool, too.

U.S. M43 Motor Carriage
Korea. The 8-inch howitzer mounted on a "Easy Eight" type chassis.

U.S. M44 SPG
1950's. One of a series of SPGs based on the M41 chassis. Also the M52. Used by other NATO nations—especially Germany.

U.S. M55 SPG
1950's. Big-ass SPG loosely based on the M46/M47 chassis. Used by other NATO nations—especially Germany.

U.S. DUKW-353
WW2. You know, the floater.

U.S. GMC 352
WW2. The short wheel base version. Hey Tamiya!

U.S. 4-ton "Diamond T" 6x6 Truck
WW2. Cargo, dump and a fabulous wrecker version.

U.S. 6-ton 6x6 Truck
WW2. Both Mack and White versions. Fairly common in the ETO. Also a van back version.

U.S. Mack NO 7.5 ton truck
WW2. Towed the 8-inch howitzer. Huge and just plain cool.

U.S. 240mm Howitzer
WW2. Widely used, but rarely photographed.

U.S. 75mm Field Howitzer
WW2. Also known as the "Pack" gun. Remember the old Tamiya metal one?

U.S. Staghound T17E1
WW2. U.S. built 4-wheel armored car almost exclusively used by the Brits.

U.S. LVT Series
WW2 & Korea. The whole series please: LVT-2; LVT (A)-2; ~~LVT-4~~; LVT (A)-1; LVT (A)-4; LVT (A)-5 and LVT (A)-5 modified. LVT-4 ANNOUNCED FROM ITALERI.

U.S. Ontos
Post-war and Vietnam anti-tank tractor.

U.S. V-100
Post-war and Vietnam 4 wheeled armored car fielded in several different versions.

U.S. M422 "Mighty Mite"
Post-war miniature version of the Jeep.

U.S. M992A2
Modern NATO. The artillery observation version of the M109. Hey Italeri!

U.S. M715 Jeep 1-1/4-ton cargo truck
Modern and widely used truck. Saw use in Vietnam.

U.S. Dodge M37 truck
Post war and modern version of the WW2 3/4 ton truck. Used in Vietnam. Ambulance version, too.

U.S. M561 Gamma Goat
Modern and weirdo six wheeled cargo truck.

Resin Kits

Belgian T-13 tank
WW2. Early war Belgian mini tank. There is a SPG version, too.

German Geschützwagen III/IV (Sf)
WW2. Similar to the Grasshopper, with the 105mm gun plopped into the superstructure. The Brits still have one somewhere.

German Praga T6-SS tractor
WW2. Used the same tracks as the 38t series.

German Panzer III/IV hybrid
WW2. Also in the plastic list. Used an interleaved suspension.

German Mercedes-Benz L 4500
WW2. 4.5 ton truck. Also used as a very unusual "Maultier" version, using both purpose designed and Panzer II running gear.

German Mercedes Unimog U 900 truck
Post war NATO. Also used extensively by the U.S. Army and Marines in a variety of interesting configurations.

German Heavy transport trailer
WW2. Actually used to move heavy rail road equipment, but also used to move the super heavy tanks and the Karl Mörser.

Japanese Type 2 Amphibious Tank "Ka-Mi"
WW2. A fascinating little bugger that shared some suspension components with the Type 95.

Japanese Type 89 Medium Tank "Chi-Ro"
WW2. One of the few Japanese tanks that is not represented by a kit of any kind.

Soviet KRUG long track SA-4 radar
Post war. Lengthened version of the AT-T tractor with a large radar unit on top.

Soviet 2S7 203mm SPG
Post war. Enormous "nuclear" self-propelled artillery piece.

Soviet AT-T tractor
Post war. Basically a big truck loosely based on the T-55 chassis.

U.S. M4 High Speed Tractor
WW2/Korea. Towed the Long Tom. Think of all those lonely AFV Club kits.

U.S. M6 or M6A1 Heavy Tanks
WW2. Actually standardized in 1942, but never deployed. Neato anyway.

U.S. M6 High Speed Tractor
WW2/Korea. Also towed the Long Tom and the 8-inch howitzer.

U.S. M19 Tank Transporter
WW2. The Diamond T. Once there were two kits, now none.

U.S. M22 Locust
WW2. Wacky airborne tank.

U.S. M23 8-ton 4-wheel ammo trailer
WW2. Weird looking, but pulled along with every Long Tom.

U.S. FMTV Truck Series
Modern cab over trucks. Widely used everywhere today.

U.S. OPFOR Sheridan
Modern. Hey Jaguar, what do you think?

U.S. Quickway crane and Brockway truck
WW2. Awesome truck and crane combo also includes a trailer.

U.S. 4-ton "Diamond T"
WW2. Cargo, dump and fabulous wrecker version.

U.S. 4-5 ton 4x4 Autocar Tractor
WW2. Also made by Federal. Used with a trailer. There was once a resin kit, but it is sadly no more.

U.S. Staff Cars
WW2. Maybe the Ford and the Packard types?

U.S. 6-ton 6x6 Truck
WW2. Both Mack and White versions. Fairly common in the ETO. Also a van back version.

U.S. 240mm Howitzer
WW2. Widely used, but rarely photographed.

U.S. "Mighty Mite"
Post-war miniature version of the Jeep.

U.S. M561 Gamma Goat
Modern and weirdo six wheeled cargo truck.

U.S. M76 Otter
Modern tracked amphibian. Used by the Marines in Vietnam.

Conversions, Updates & Accessories

British Churchill Tracks
WW2. The very early type.

British Churchill-early variants
WW2. Its seems a natural thing for the Tamiya kit.

German Flak 18 conversion/update
WW2. Brass, barrel, etc. for the old Tamiya kit.

German Panzer IV F update
WW2. To spice up the ex-Gunze, now excellent DML kit.

German Ballistics Measuring Vehicle
WW2. Based on the 8-rad armored car. For the Tamiya kit.

German update set for the sWS
WW2. It sure could use it.

~~German engine for Steyr heavy car~~
~~WW2. Same as the RSO, too.~~ AVAILABLE FROM REAL MODELS.

German Steyr Fire Tender
WW2. Conversion for the Tamiya kit.

~~German Steyr cargo truck~~
~~WW2. Conversion for the Tamiya kit.~~ AVAILABLE FROM REAL MODELS.

~~German Steyr van truck~~
~~WW2. Conversion for the Tamiya kit.~~ AVAILABLE FROM REAL MODELS.

German Hetzer Interior set
WW2. For the DML kits.

German Panzer II Interior and Engine set
WW2. For the Alan/DML kit.

German Panzer I Interior and Engine set
WW2. For the Italeri kit.

German Panzer IV L/48 or L/70 Interior set
WW2. For the DML kits.

German Panzer III E through H Update and Detail set
WW2. For any of the DML kits.

German Mercedes-Benz 1500 A
WW2. Conversion for the Tamiya Steyr kit. Basically the same body work with front end differences. Command car, too!

German Puma interior details
WW2. For the Italeri kit.

German Elephant Engine Set
Basic engine and generators.

Japanese Type 90 goodies
Modern. Largely ignored due to its obscure nature, it's probably one of Tamiya's best kits. We'd love to see an engine pack, ammo and other details.

Soviet SCUD A
Post-war. Possibly based around one of the JS kits now in production.

Soviet Katyusha rocket launcher
WW2. For the Tamiya GMC 2.5 ton truck.

Soviet T-72 ARV
Modern. For the Tamiya kit. How about some other conversions for this great Tamiya kit?

U.S. M19 Motor Carriage
Korea. Dual 40mm mounted on the Chaffee chassis. For Italeri.

U.S. M27 Bomb truck
WW2. Basically a GMC 353 with a dolly for bombs on the back. Conversion for the Tamiya kit.

U.S. M37 Motor Carriage
Korea. 105mm mounted on the Chaffee chassis. For Italeri.

U.S. M39 Utility Vehicle
WW2/Korea. Basically a turretless M18 with a slightly altered interior. Conversion for either the Academy or the AFV Club kit.

~~U.S. M927A2 Truck~~
~~Modern. Long wheel based version of the M923 series trucks. For Italeri.~~ AVAILABLE FROM REAL MODELS.

U.S. M931 Truck
Modern. Tractor version of the M923 series trucks. For Italeri. Maybe a trailer, too?

U.S. M936 Truck
Modern. The wrecker version of the M923 truck. For Italeri.

U.S. M35A3 Truck
Modern. The most modern version based around the AFV Club kit. Tires, body work and a few other doo-dads would do it.

U.S. Mk 48 Logistical Vehicle System
Modern Marine Corps and Army tractor version of the Oshkosh truck used as a trailer hauler. Might be possible to convert it from the Italeri kit.

U.S. Oshkosh M1070 8x8 truck
Awesome modern tank hauler used in conjunction with the M100 trailer. The ultimate Dragon Wagon.

U.S. M74 Recovery Vehicle
Post-war conversion of the M4A3E8. More modern version of the M32. Also used extensively by the Bundeswehr.

U.S. M3 half-track truck cab
WW2. With sheet steel cab and cargo bed. Used early in the war.

U.S. early Bantam Jeep conversion
WW2. For the new Tamiya kit.

U.S. early Ford GP Jeep conversion
WW2. For the new Tamiya kit.

U.S. Studebaker cab
WW2. For the Tamiya 2.5 ton truck.

U.S. GMC 352 conversion
WW2. Short wheel base version. For the Tamiya 2.5 ton truck.

U.S. GMC COE conversion
WW2. "Cab over engine" version with longer bed. For the Tamiya 2.5 ton truck.

U.S. Sherman comprehensive update set
WW2. Including stuff like the proper tail lights, etc.

U.S. 8 inch Howitzer M1
WW2. A quick and easy change for the AFV Long Tom kit. Throw in the correct pattern tires and wheels while you're at it.

U.S. Tank Engine Set
Similar to what Tamiya did for the German heavy tanks. Different radials for the Shermans, LVT's, etc.

U.S. T-66 link-to-link Tracks
WW2/Korea. Used on the HVSS Sherman and the early Pershing.

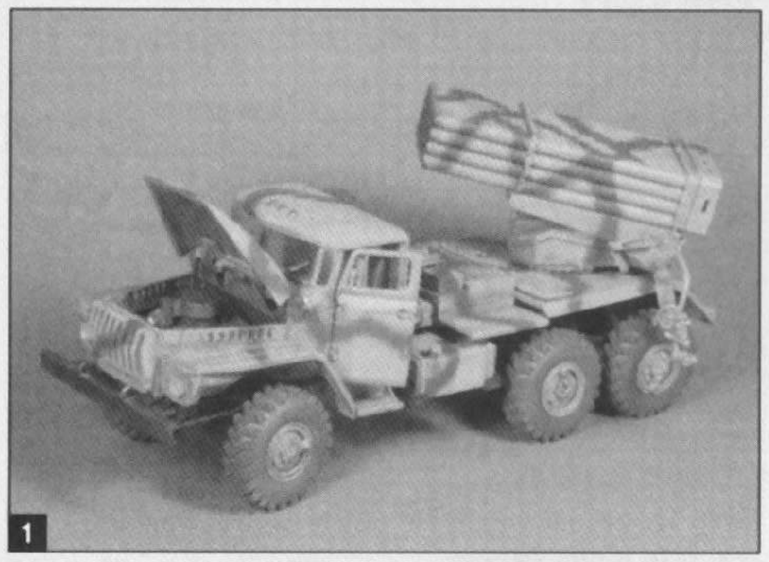
U.S. T-80 link-to-link Tracks
WW2/Korea. Steel chevron double block. Used on the HVSS Sherman, the early Pershing and the M46.

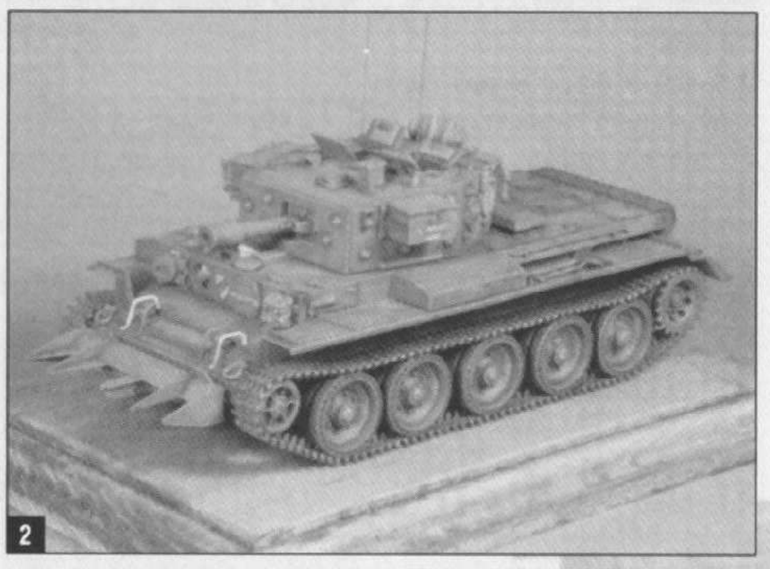
U.S. T-88 link-to-link Tracks
WW2/Korea. Rubber chevron double block. Used on the HVSS Sherman, the Pershing and the M46. AFV Club help us!

U.S. Periscope Set
Clear parts—similar to what Fine Molds did for German tanks. Maybe include the late cupola?

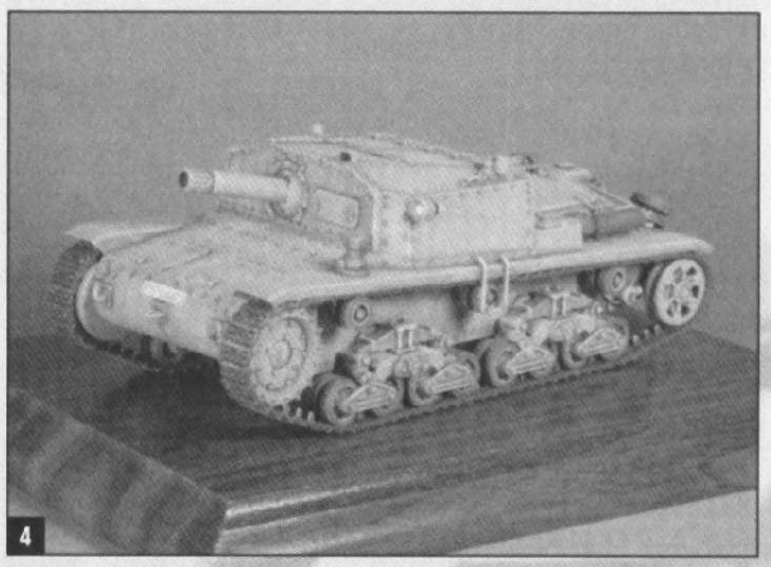
Correct Bradley Family Drive Sprocket
The DML MLRS is the closest. Suitable for 3 Bradley, 2 MLRS and 3 LVTP versions.

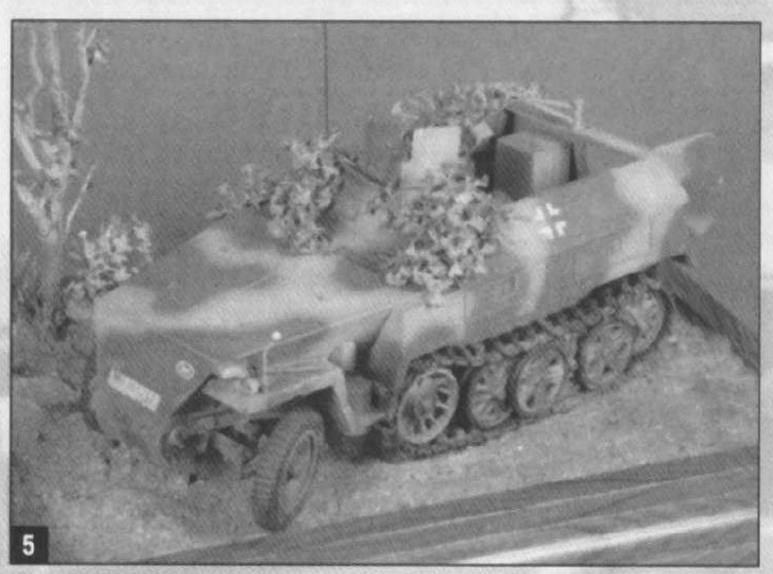
MasterCon '99


1


2

3


4


5

5

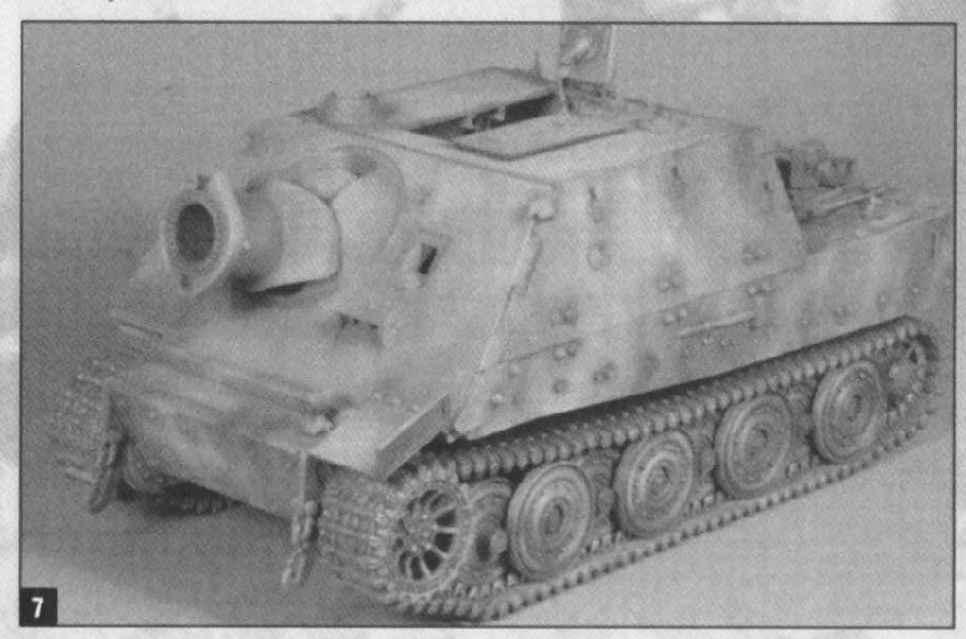
Maybe it's something in the air, or the water. Or maybe it's the way the bright mid-western sunshine hits the prairie. Whatever it is, it makes the MasterCon attendees do some pretty wacky stuff to an inert pile of styrene. This past year's show was remarkable for a number of reasons. First, is that the number of great models seem to be increasing. Second, is that this is still the place to go if you've got liquid cement in your veins.

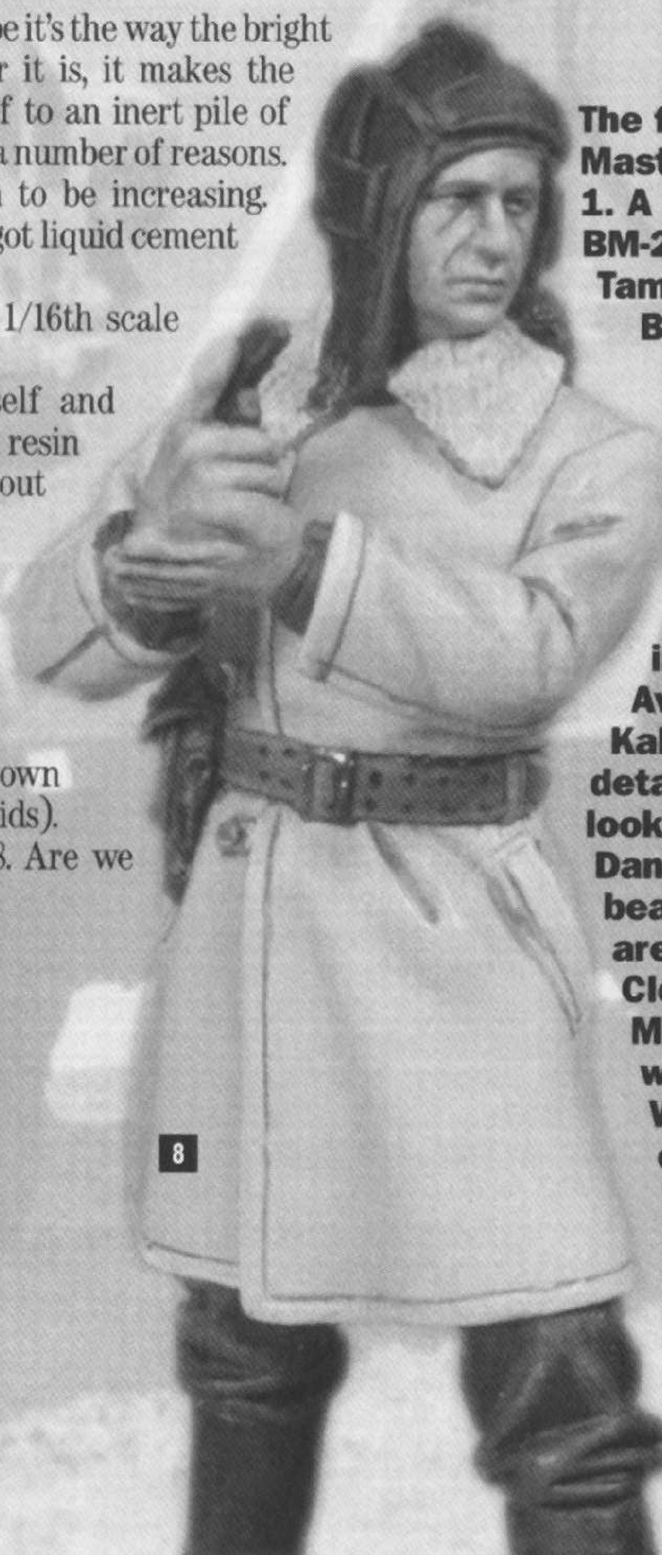
How do you top and 1/35th scale DORA gun? How about a 1/16th scale Dragon Wagon. That'll do it.

The creator of 1997's 1/16th U-boat prepared to top himself and although he didn't bring a finished model, he did bring completed resin suspension units and track links for his 1/9th scale Sherman. Look out MasterCon 2000.

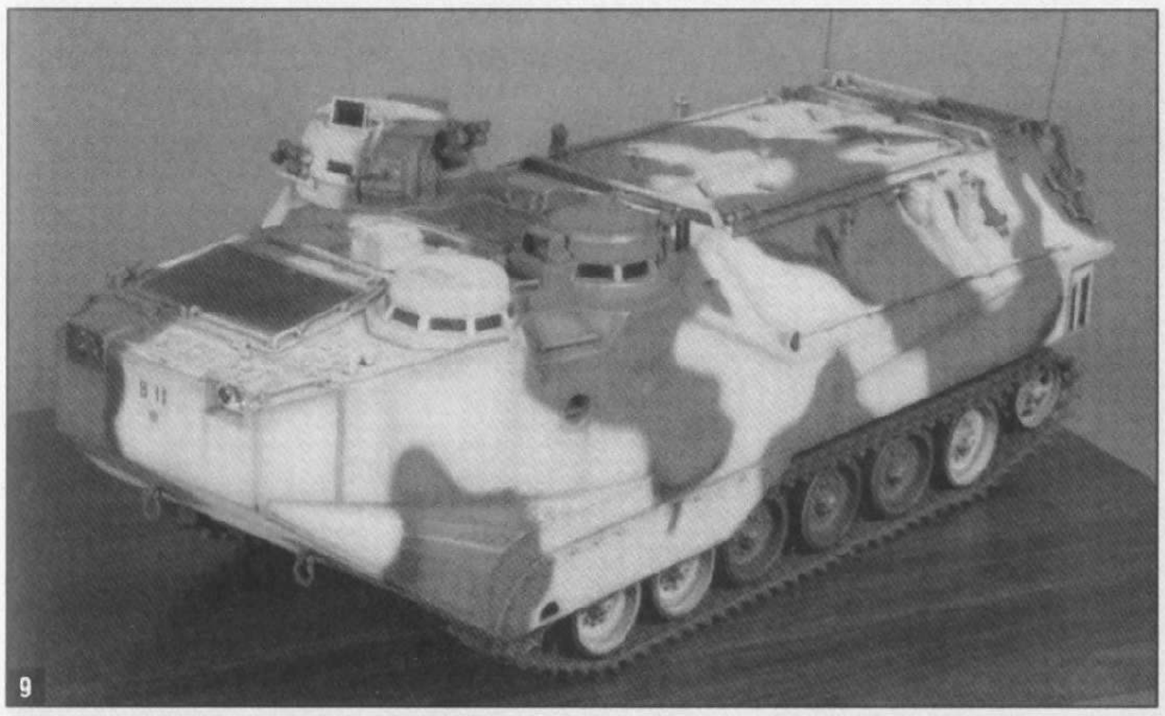
We'll be considerably less verbose this time around, opting for more photos of the work. But before we close, let us say: Labor Day weekend (you'll be home by Sunday), Miniature World (worth the trip right there), warehouse sale (big discounts for Masters members and just awesome anyway), easy access (just call the hotel from the airport and they'll come and get you—for free) and downtown St. Louis (outstanding non-hobby related fun for all—adults and kids).

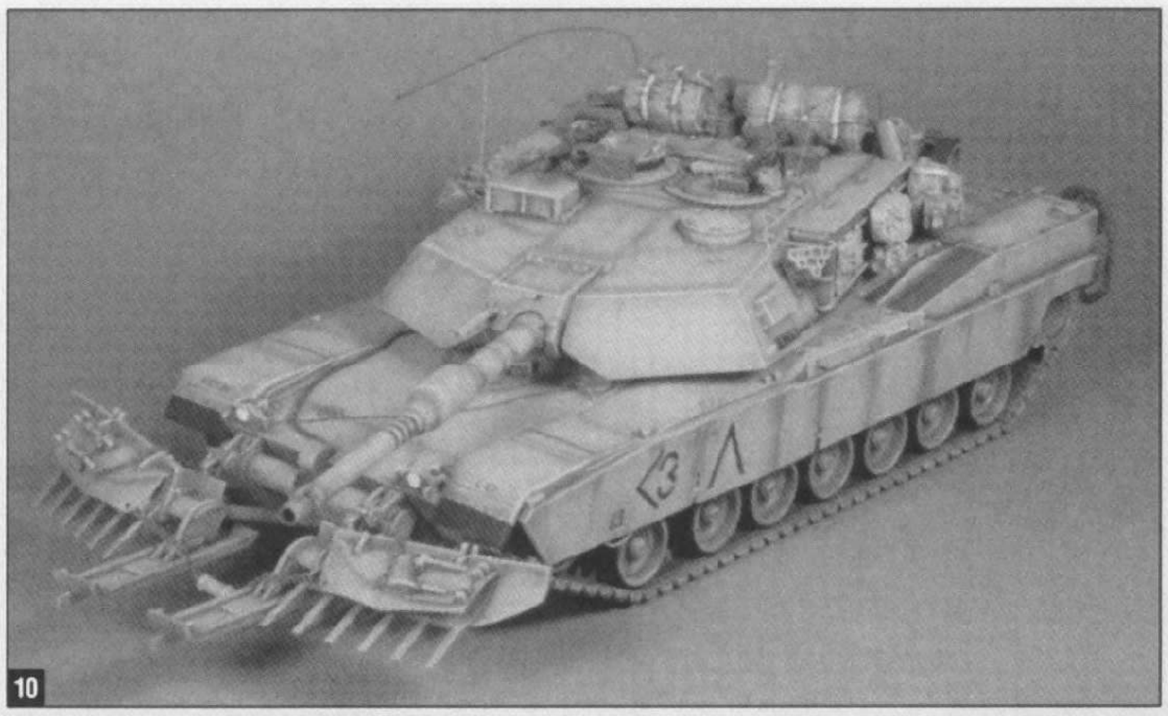
For more information contact the VLS Corp. at 636-356-4888. Are we there yet?

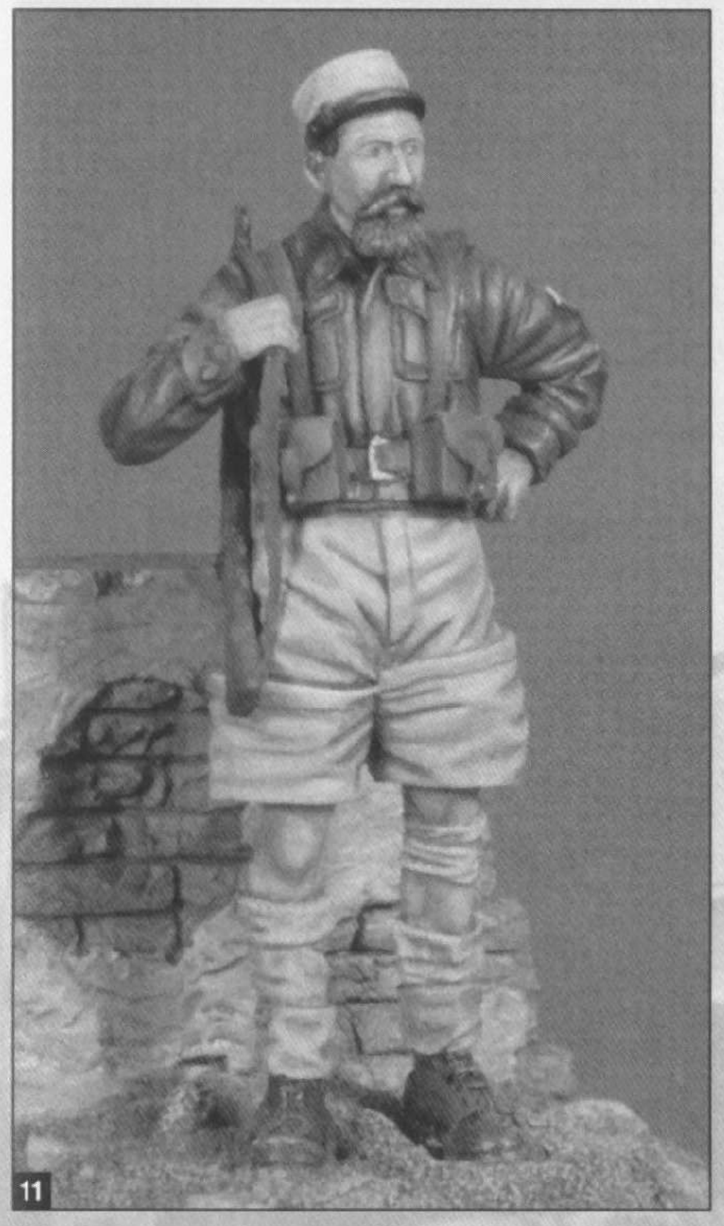

7


8

The following are guilty of attending MasterCon and bringing great models 1. A terrific paint-job on Omega-K's BM-21 rocket truck by Gil Gonsoulin. 2. Tamiya's Centaur kit by Pearce Browning. 3. A deceptively simple looking conversion of the Tamiya GMC 353 to the short-wheel base 352 by Mike Kalbfleisch. 4. Tamiya's old M40/75 brought to life by Dan Rosecrans. 5. Bill Taylor's sweet rendition of the DML 250 Neu Art. 6. A spiffy looking Scimitar in UN colors by Brett Avants. 7. Another gem from Mike Kalbfleisch, this time, an extensively detailed Tamiya Sturmtiger. 8. A fine looking early war Russian Tanker from Dan Tisoncik. 9, 10. What a pair of beauties! Umm... well actually these are two pretty nice models from Dan Clover, Tamiya LVTP-7 and DML M1A1. 11. This Foreign Legionnaire was built and painted by Noel Walker. 12. Corée's Memphis Belle crew was built, painted and stuffed on to Tamiya's Jeep by Gil Gonsoulin. 13. Another of Dan Tisoncik's miniatures, this time a German Gebirgsjäger. 14. "Omaha Beach" is a simple, but well-rendered piece by John Gaurerke.


9


10


11

12

13

14

15

16

15, 16. Two views of yet another example of Greg Cihlar's diorama work. This piece is in 1/35th scale and it depicts sort of a "Custer's Last Stand" amid two knocked out Hetzers. The figures are a well-mixed combination of Jaguar, Warriors and VP. 17, 18. These two shots represent a very brief look at Bob Waltman's massive 1/16th scale Dragon Wagon. This will be the subject of an article in an upcoming issue of MMiR.

17

18

✷ PRESENTING ✷

armormodel.com

a division of Depot Train & Hobby

If you're tired of dealing with mail order places working out of a garage or car trunk, let me tell you, this isn't one of those. We are a real store, with actual products IN STOCK. Our award winning customers appreciate our staff of award winning modelers who are always on hand to answer your hobby questions and fill your modelling needs.

Our showroom, stocked with kits, detail parts, tracks, figures, dioramas, resin products, tools, and supplies from the good old USA and around the world, will fulfill all of your hobby desires !!!

We are also your *"Marco Polo"* advance scout contact and the official retailer of *Dragon* 12" action figures.

Do yourself a favor and check with the Depot first for all of your hobby shopping. Visit us at our Cleveland showroom or our new website, or contact us by phone or fax. Thanks!

killroy shops here

Depot Train & Hobby

4342 W. 130th Street • Cleveland, OH 44135

(216) 252-8880 • Fax (216) 251-7310

www.depotland.com

MODEL CELLAR PRODUCTIONS

Specializing in World War 1

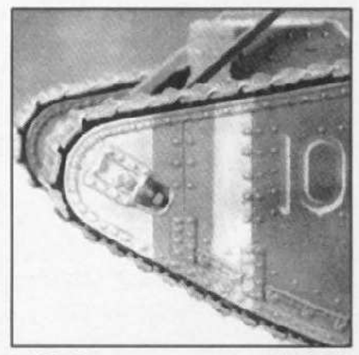
120MM $75.00
US MARINE 1918 BELLEAU WOOD W/GERMAN PRISONER

120MM $75.00
BRITISH INFANTRY 1916 BATTLE OF THE SOMME

1/35 SCALE $16.50
WWI GERMANS IN FATIGUES

1/35 SCALE $16.50
BRITISH INFANTRY 1916-18

1/35 SCALE $16.50
CRIB-MK.IV TRENCH CROSSING DEVICE



1/35 SCALE $16.50
MK.IV INDIVIDUAL TRACK LINKS (FOR EHMAR KITS)

PLUS: 1/35 SCALE ARMOR SUCH AS:
ST. CHAMMOND (COMMANDERS)...145.00
A-7V STURMPANZER (TAURO)...25.50
SCHENIDER (COMMANDERS)...76.50
...AND A VARIETY OF WWI AIRCRAFT TOO!!

SEE OUR FULL CATALOG ON-LINE AT:

ModelCellar.com

email: sales@ModelCellar.com

VISA

Phone (215) 591-9977 • Fax (215) 591-0331
P.O.Box 388, Horsham, PA 19044 USA

MasterCard

HOBBY BOUNTIES

Hobby Bounties Ltd
130 Chancellors Road, Stevenage
Herts SG1 4TZ, Britain
Tel: +44-1438-351 769
fax: +44-1438-746 010

Hobby Bounties Ltd & Parabellum
54 Vyse Street
Birmingham B18 6HR, Britain
Tel: +44-121-551 8810

Hobby Bounties
865 Mountbatten Road #02-91/92
Katong Shopping Centre
Singapore 437844, Republic of Singapore
Tel: +65-440 1890
fax: +65-344 1782

Hobby Bounties
1, Coleman Street #03-38
The Adelphi
Singapore 179803, Republic of Singapore
Tel: +65-333 9320
fax: +65-333 9390

Hobby Bounties
S24A, 1 Utama Shopping Centre
Bandar Utama, 47800 Petaling Jaya, Selangor
Malaysia
Tel/fax: +603-7177 116

Hobby Bounties
488B-02-16 Jalan Burma
Mildands Park Centre, 10350 Penang
Malaysia
Tel/fax: +604-229 1507

1/48th Scale FROG Range

S/N	Cat No.	Description	UK£ Retail	US$ Retail
1.	NF-1010	Willys Jeep	£12.25	$19.60
2.	NF-1017	Schwerer Panzerspahwagen Sd.Kfz. 232	£11.99	$19.18
3.	NF-1006	British Infantry Tank Mk II "Valentine"	£13.99	$22.38
4.	NF-1013	M4A3 76mm Sherman	£13.99	$22.38
5.	NF-1021	Mittlerer 8ton Sd.Kfz.7 Kmm.11	£13.99	$22.38
6.	NF-1011	PKW K1 Kübelwagen type K2	£9.99	$15.98
7.	NF-1015	Schwimmwagen Type K2s	£9.99	$15.98
8.	NF-1020	German 88mm Flak 18	£11.99	$19.18

Authentic FROG Accessories

S/N	Description	UK£ Retail	US$ Retail
AFA1	1:48 Luftwaffe officer, pilot, and driver (suits Kübelwagen)	£4 .99	$7.98
AFA2	1:48 SAS Willys Jeep conversion (white metal)	£8.99	$14.38
AFA3	1:48 Willys Jeep stores in resin (oil drum, crates, jerry cans)	£3.99	$6.38
APA4	1:48 6 assorted WWII German tank decals	£3.00	$4.80
AFA5	1:48 Russian KVI and T34/76 tank decals	£1.30	$2.08
AFA6	1:48 British Valentine Mk II tank decals	£0.75	$1.20
AFA7	1:48 US WWII Sherman Tank and Willys Jeep decals	£1.30	$2.08

The postage and packing is £2.00 or $3.20 per item for surface mail. For airmail, please add 40% to order (minimum £7.00 or $11.20). We prefer payment by cheque from a British bank or bankdraft to Hobby Bounties Ltd.

We also accept VISA, American Express, MasterCard, and Diner Club card as payment. E-mail address: amaquest@pacific.net.sg

U.S. DISTRIBUTOR: SENTAI DISTRIBUTORS

THE RED LANCERS

MILITARY MINIATURES FOR THE COLLECTOR

New Catalog Vol. VI—$9.00 • Phone Orders Welcome • Mastercard or Visa

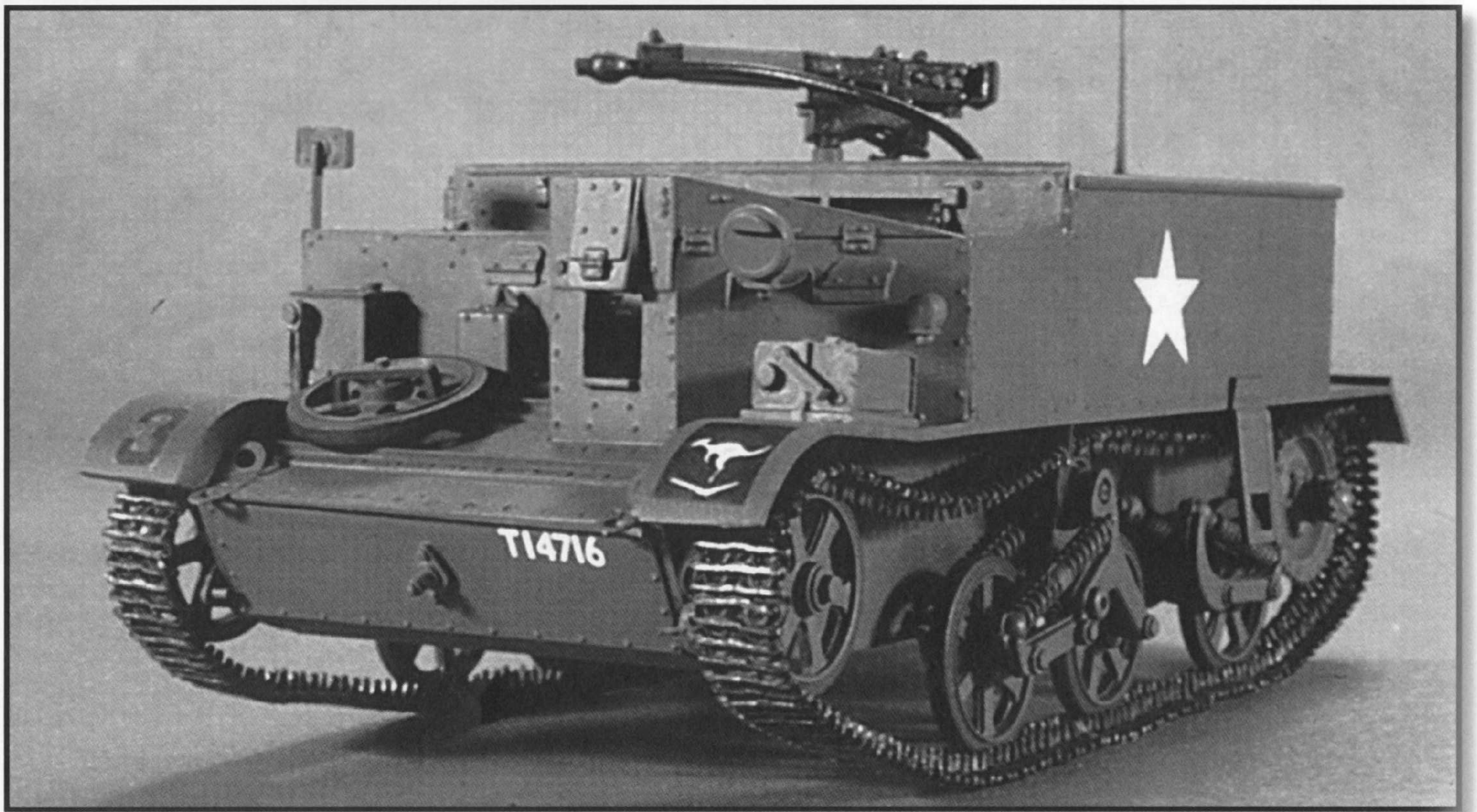
Aber	Flightpath	Pegaso
Accurate Armor	Fort Duquesne	Phoenix 80mm
Actramac	Fort Royal Review	Pilipili
Aitna	Founderie	Pony Soldier
Alhambra	Friulmodellismo	Poste Militaire
Almond	Fusilier	Precision Models
Amati 120mm	G&M	Quadri Concept
Andrea	Grotjahn	Repliqua
Andrea Acrylic Paint	Hecker/Goros	Resicast
Aquila	HK-35	Roll Call
Artefacts	Hornet	Saunders
Asgard	Humbrol	Scale Link
Azimut/ADV	Imperial gallery	Scale Model Access.
Barnacle	Kirin	Shenandoah
Benito	J&J Model	Show Models
Bonaparte	J.M.P.	Soldat/Ridwulf
Border	Jordi Rubio	Somov
Cellar Cast	La Compania	Sovereign
Clydecast	Le Cimier	Swede Creations
Cromwell 1/35th	Nemrod	Taku Forts
David F. Grieve	New Order	Thistle
David Parkins	Nimix	Tiny Troopers
Decima	Mascot/Starlight	Trillion
DES Kit	Metal Models	Ulrich Puchala
De Tara	Michael Roberts	United Empire
Dr. Hoch	Mike Blank	Verbist 120mm
E.M.I.	Mil-Art	Verlinden 120mm
East Point	Mili Men	Volks
El Viejo Dragon	MK-35	Vulcan
Elisena	Model Cellar	White Models
Elite	Monsters In Motion	Wolf

Telephone (570) 742-8118 • Fax (570) 742-4814

RETAIL LOCATION - 14 Broadway, Milton, PA 17847

Have Gun Will Travel

The Resicast Vickers MG Carrier



The various carriers generically known as "Bren Carriers" came, like many British AFVs of the inter-war years, from the prolific Vickers company. In 1934 the company produced a light tracked vehicle able to perform the role of small field gun tractor or machine gun carrier. The early models were built by Vickers, but most wartime ones came from other manufacturers, as Vickers was busy building tanks. Various permutations were built, called "Cavalry Carriers" (only 50 built); "Scout Carriers," mounting a radio; and the ubiquitous "Carrier, Bren", in various marks.

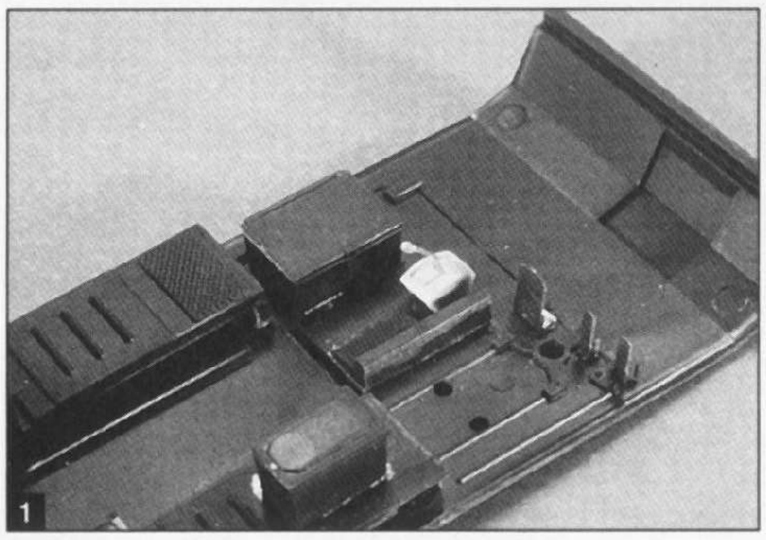
This whole idea was a concept peculiar to the Brits, although the Italians built a copy. The idea of building a armored Model A Ford (that's where the running gear largely came from) that carried three people just didn't appeal to most belligerents My favorite Bren carrier story bears this out. It seems that the 1st Marine Division, staging for Guadalcanal in Wellington, New Zealand, were given some carriers. Now, the Marine Corps is perpetually in need of things, and at that stage of the war (August of '42) they were in dire need of armor. If you don't believe this, remember that 1stMarDiv was the only user in combat of the M2A4. Well, even the desperate jarheads didn't cotton to the carriers... they never made it to the 'Canal. They must have been dumped along the way, because there's no record of their use.

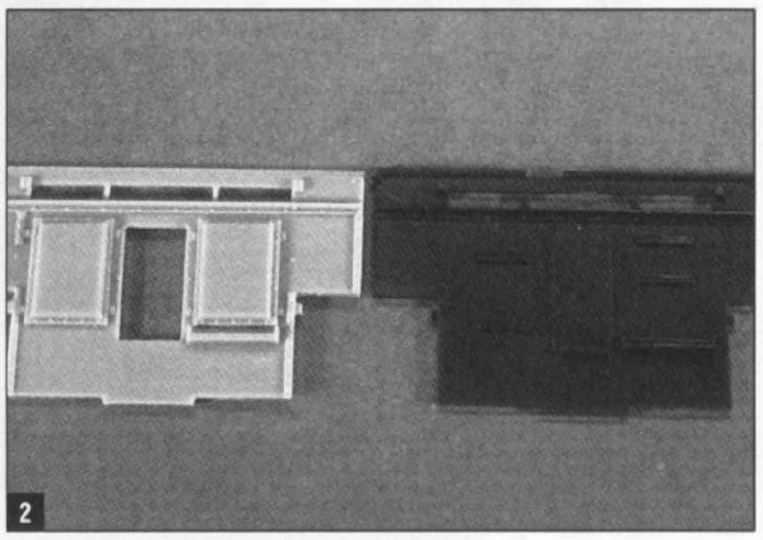
Resicast's Conversion

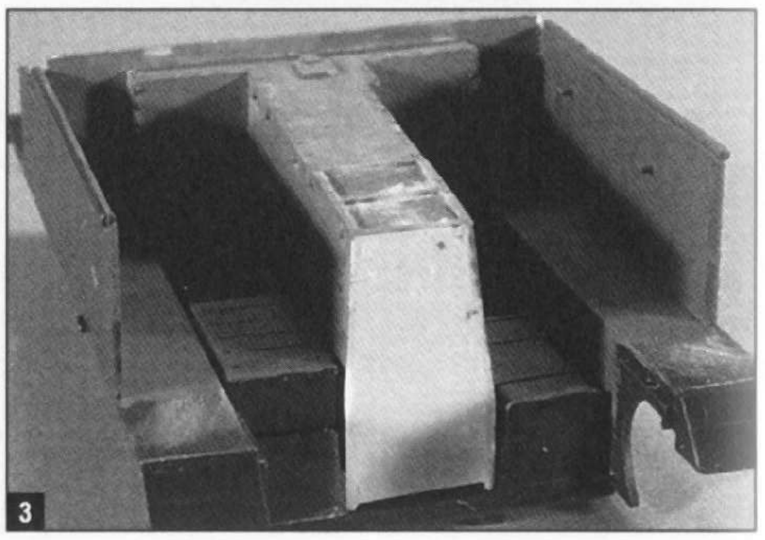
In 1943 the Vickers gun came back into use in the Motor Machine Gun Battalions, and this permutation of the carrier is the conversion provided by this Belgian resin manufacturer.

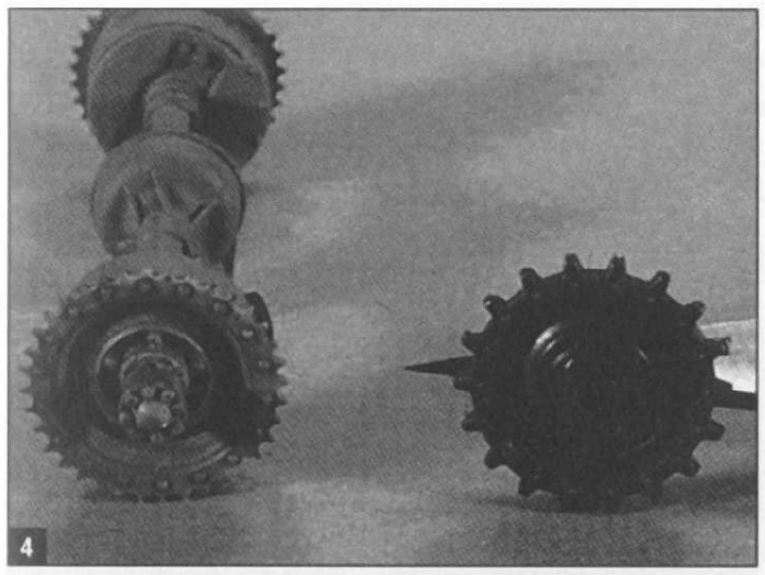
I was really looking forward to building something from this company, as it has a high reputation for impeccable casting. This I found to be true, but the conversion tripped up on the bane of resin manufacturers, the instructions. Let me give you guys a hint: Tamiya's printing process is far superior to your half-ass office copier. Don't give me muddy, unreadable reprints of the Tamiya stuff. Hire somebody to write a legible addendum to the Tamiya instructions. And there was a large chunk of instructions missing: there was nothing to identify the photo-etched parts. Oh, yeah, they had numbers on a sheet, but nothing to cross reference the numbers to the parts. As a consequence, most of the brass parts went unused.

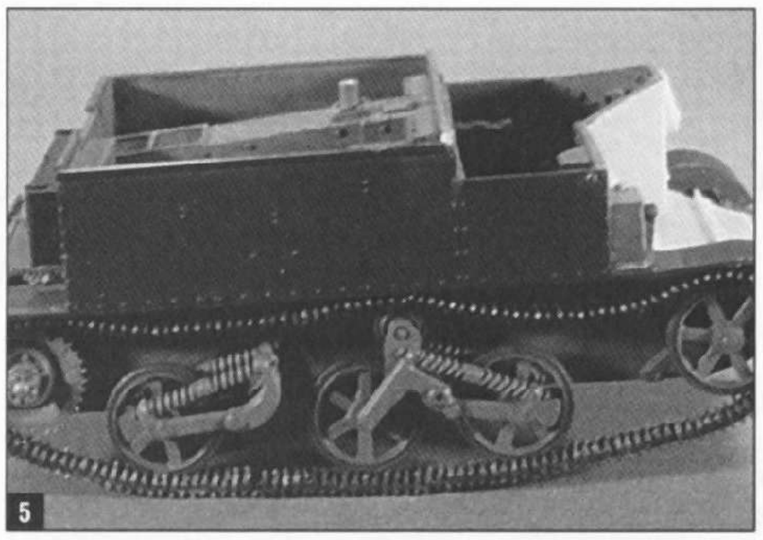
On the plus side, the conversion fixes a major error of the Tamiya kit, the tracks and drive sprockets. Seems the pitch of the kit tracks is about twice as big as should be, with some humongous teeth on the drive sprockets. The conversion fixes this, and the resin tracks can be (with a little heat) given an attractive and realistic droop. And the drive sprocket teeth are properly dainty.

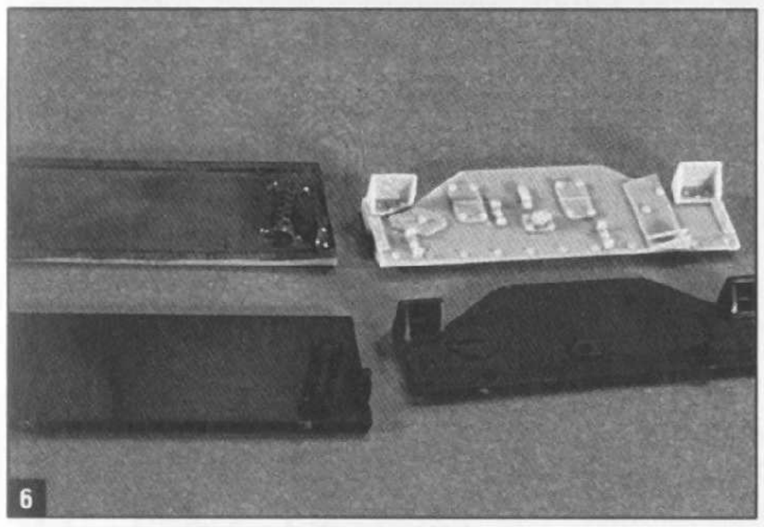

1

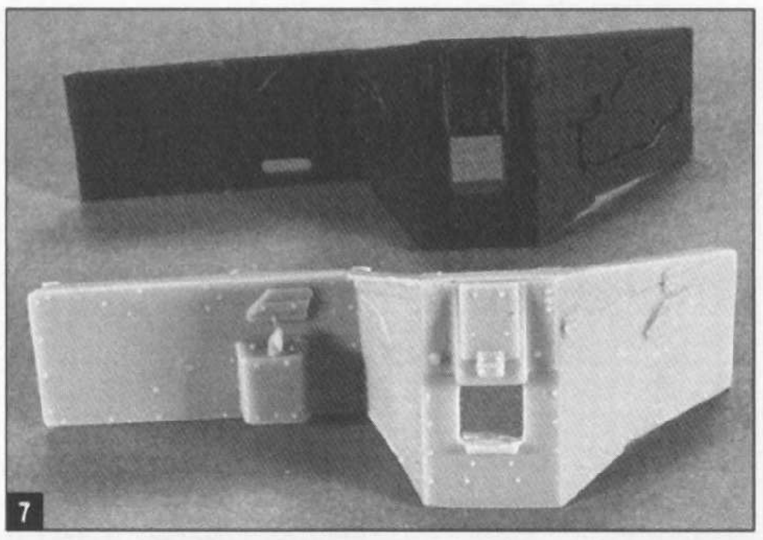

2

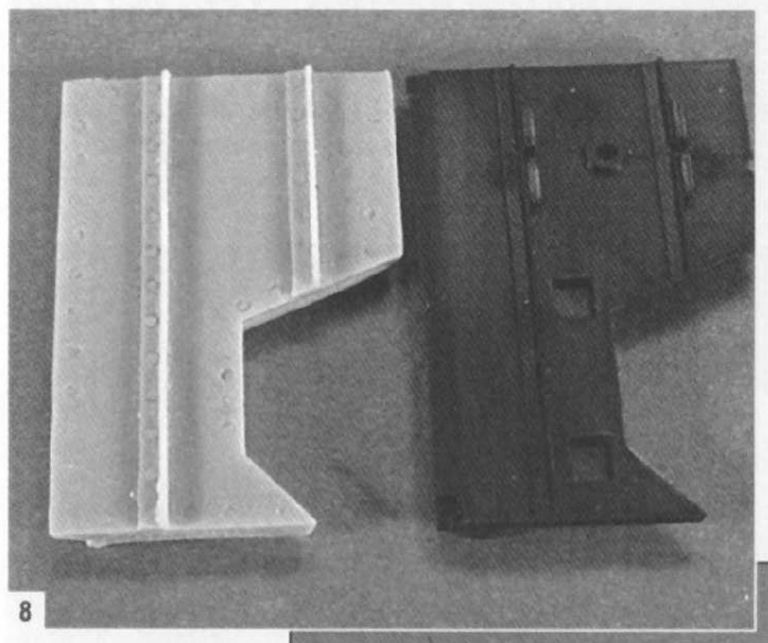

3

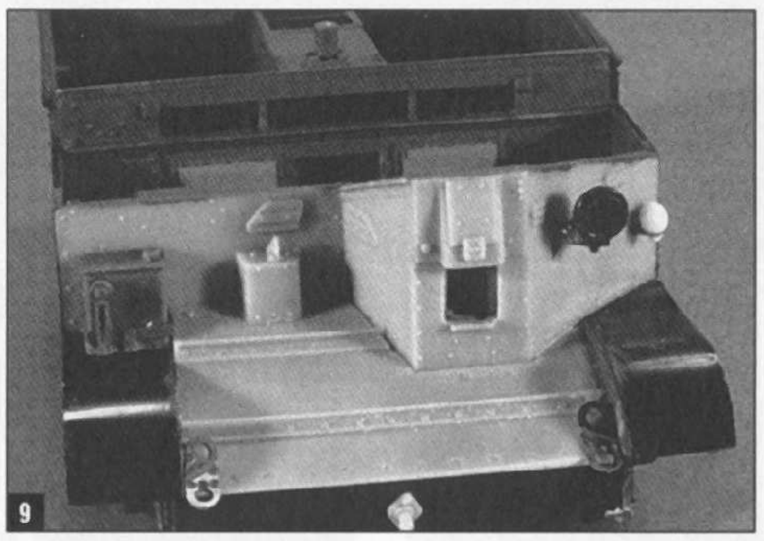


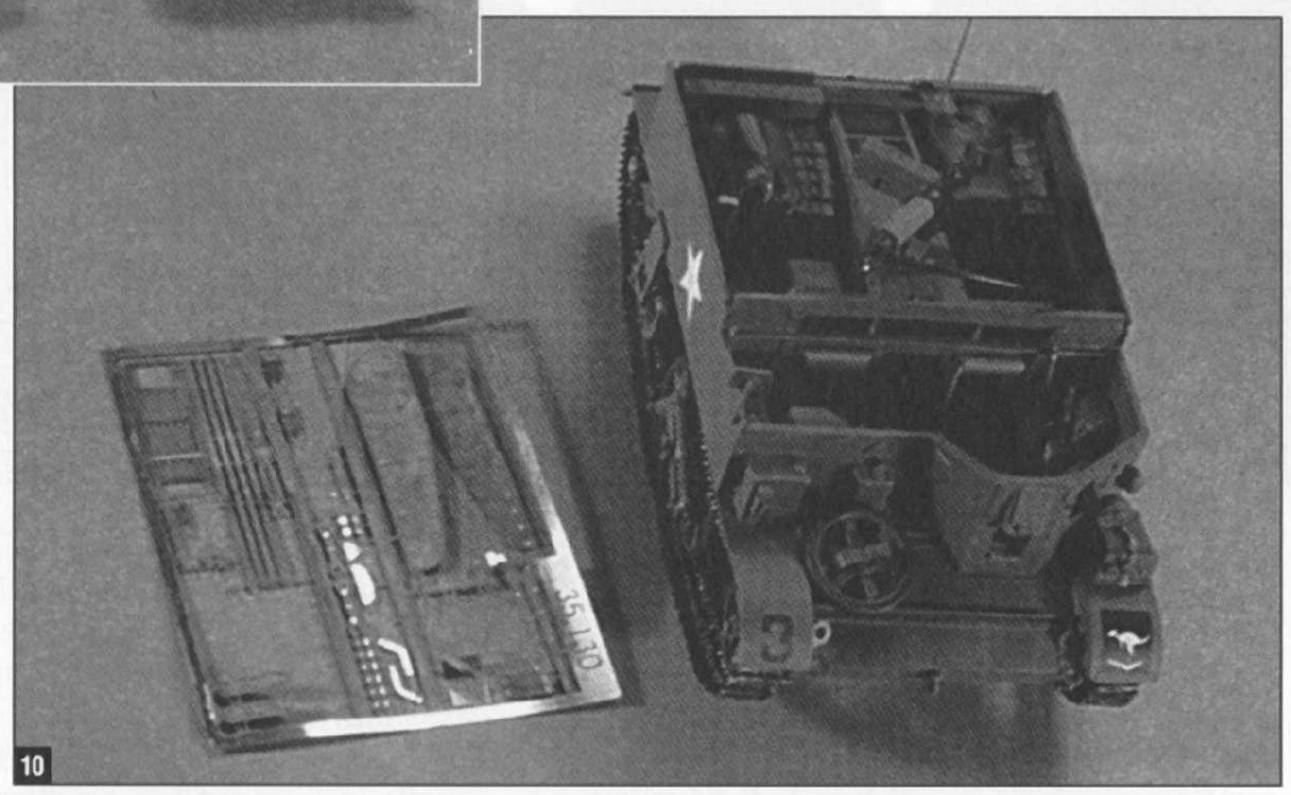












1. Here's the Tamiya floor with the Resicast shift console and brass pedals. The shift lever is wire with a blob of super glue on it. To the left of the resin shift part is the bin that was supposed to be replaced by the missing bin "BO"; why replace something hidden by a seat? 2. These are the two back driver's compartment bulkheads, Resicast on the left in resin. Note that the resin part has the correct opening for the radiator; this is represented in the Tamiya part by a featureless lump. 3. The resin engine cover has to slide into the hull from the rear. This one piece takes the place of four styrene parts, and is much more accurate. 4.The rear driving axle with the Resicast drive sprockets attached contrasted with the Tamiya sprocket on the right. The resin parts have the correct delicate teeth to match the small pitch (correct) resin track. 5. Here's the model with the running gear installed and the track, properly dropped, in place. 6. At the top of the photo are the replacement parts for the rear deck and rear plate; below are the Tamiya parts. The conversion was head and shoulders above the kit in this area. Check out the photoetched exhaust guards. 7. Here's the front plates, front and rear view, with the resin parts in the foreground. Again, incredible detail! 8. Glacis plates: the Resicast part showed that a lot of this AFV was put together with screws. The mounting ribs in the hull sides had to be removed in order for the resin part to fit. 9. Front plate installed, with the brass brackets for the lights. The small light on the right was lost to tweezer launch, and replaced with one from my spares the brass, when it could be identified, was very nice. 10. Here's the completed kit; next to it is all the brass parts that I couldn't use, 'cause I couldn't tell what was what! The big fender skirts, though, didn't fit the Tamiya fenders.

Construction

In Part One of the Resicast instructions, you're told to "...replace gear with part U7." This "gear" is Tamiya part A20, which is the gear shift lever and shift console. The conversion part is the console/shift gate, and is quite nice. Use a bit of wire for the shift lever with a knob of super glue. What Resicast is talking about with their "Bend...flat plasticard..." I've got no idea. Next it says "Replace bin A13 with bin EO and place latch P18." Well, first bin EO was not provided; second why replace something that is completely hidden by the seat; and third where and what is P18 and where does it go? At least I could figure out the pedals, but I don't think I got 'em in the right place, since there was no indication of where they were to go besides "...in front and to the sides of the steering column hole in the floor." Thanks.

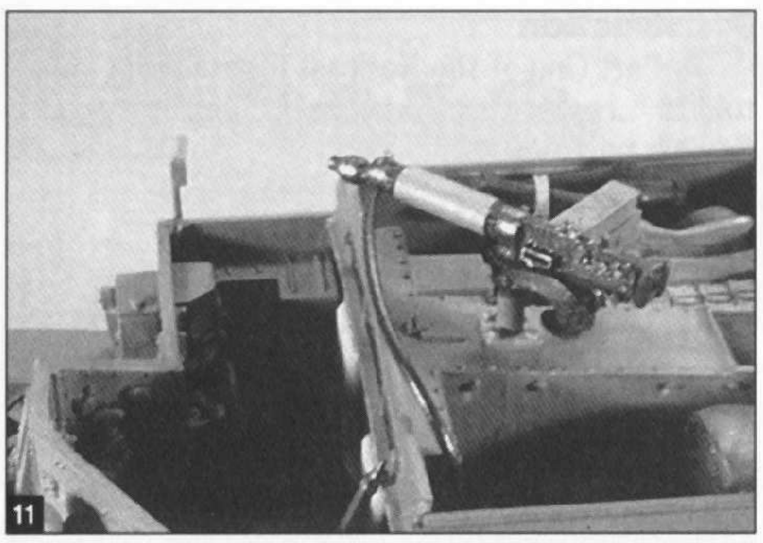
Part Two was much better. In place of all the (inaccurate) Tamiya parts A29 (rear wall of driver's compartment) and A15, A22, A23, and C14 (engine housing), you get two nicely cast, accurate parts. However, then the instructions tell you "Place brackets P23 on side walls of engine housing." Where? At least I could find brackets P23, because there were eight of 'em, the only parts on the sheet totaling eight.

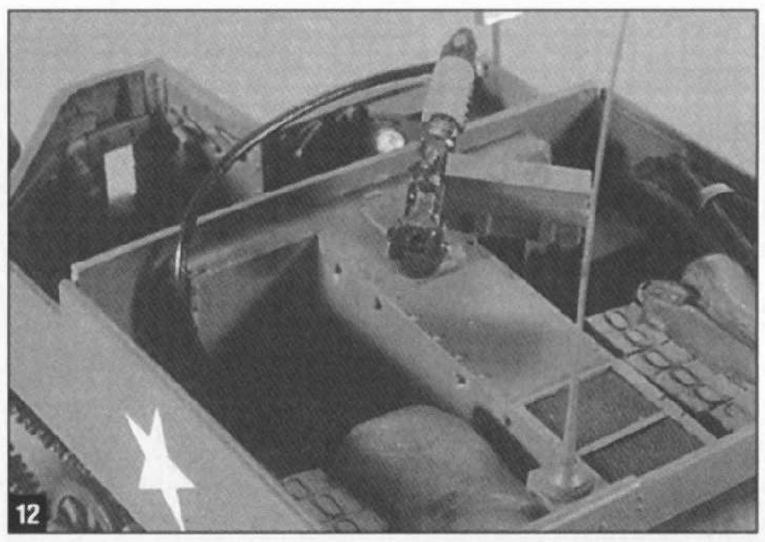
Step Three entails the assembly of the Tamiya hull sides (parts B28 and B29) and hull rear (part C3) with the floor and Resicast parts from Part Two, above. Experienced modelers and others will quickly realize that the interior has to be painted as you go! The Resicast instructions helpfully tell you to remove lugs and fill injection marks; do this, 'cause they'll show. They don't tell you to fill the notch in the right front fender, but you better, 'cause it'll show too.

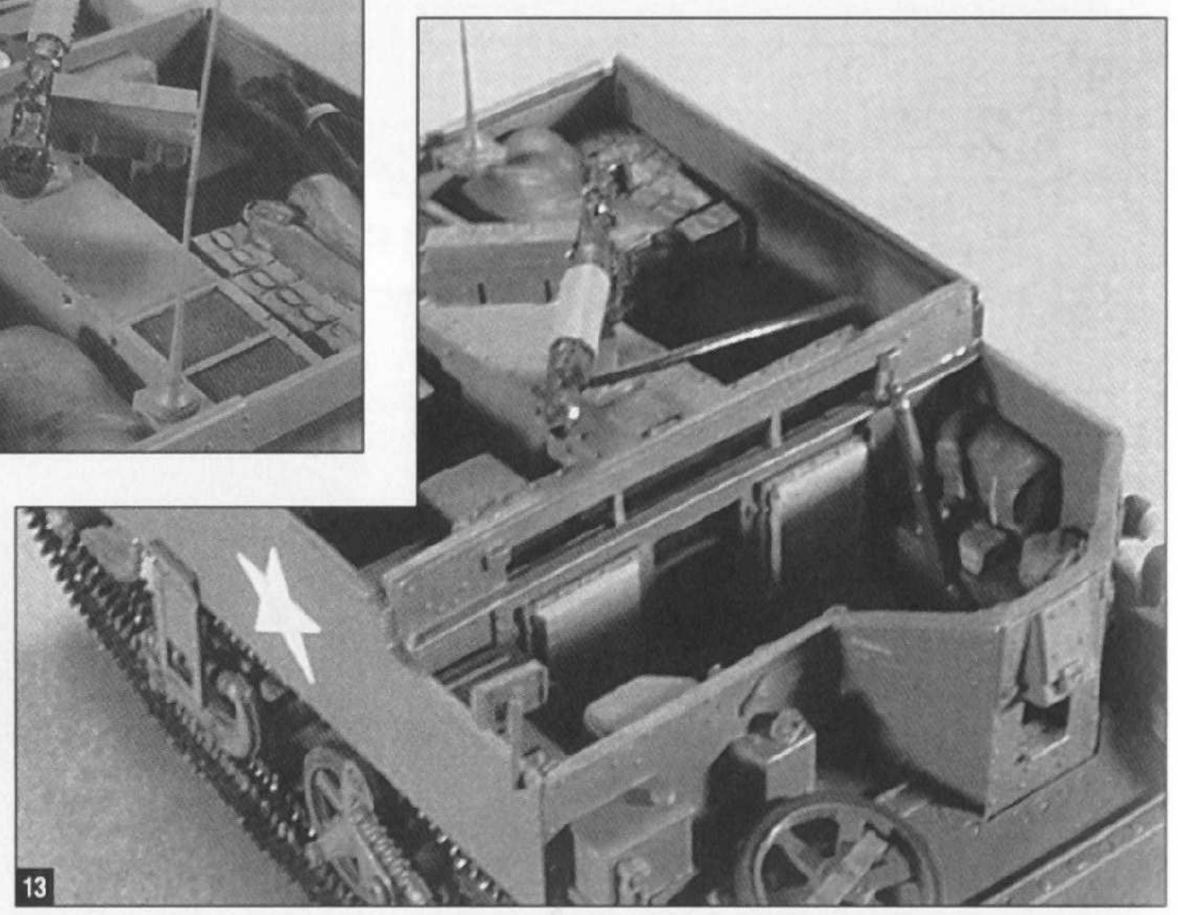
In replacing rear deck C17 with Resicast part U5, you get a big gain in accuracy, especially with the photo-etched exhaust pipe guards (this was something you can identify by sight). However, the next thing you're told is to put on the rear fender reinforcements P27 and P28. Well, just what are they and what do they look like? The etched sheet is full of little square, triangular and oblong bits that could be fender reinforcements, or reinforcement for almost anything. Hopeless, unless you've got a carrier out in the back yard to go look at. Steps Four and Five are the assemblies of the running gear. Resicast provides a fine set of drive sprockets, as I said above, to fit the resin tracks. Other than these, proceed as per the Tamiya plans.

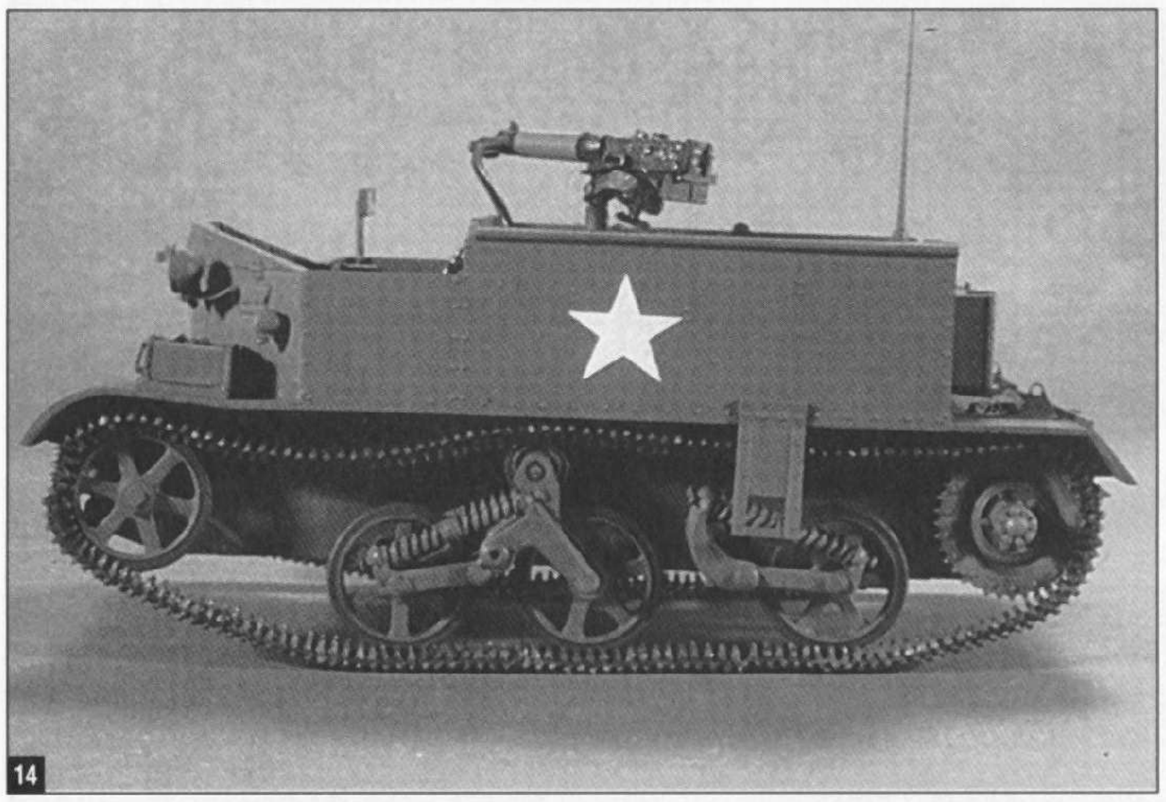
Step Six marries the running gear to the hull. Resicast's plans would have you sand the nut from the idler, to be replaced by theirs. This is a waste of time; you gain nothing. Skip it. Once the running gear is attached, put on the Resicast track. This is the correct pitch, and is quite flexible even without heat. I used a little to get the sag. At the front of the hull, Tamiya's featureless part A30 is replaced by a nice little resin U22.

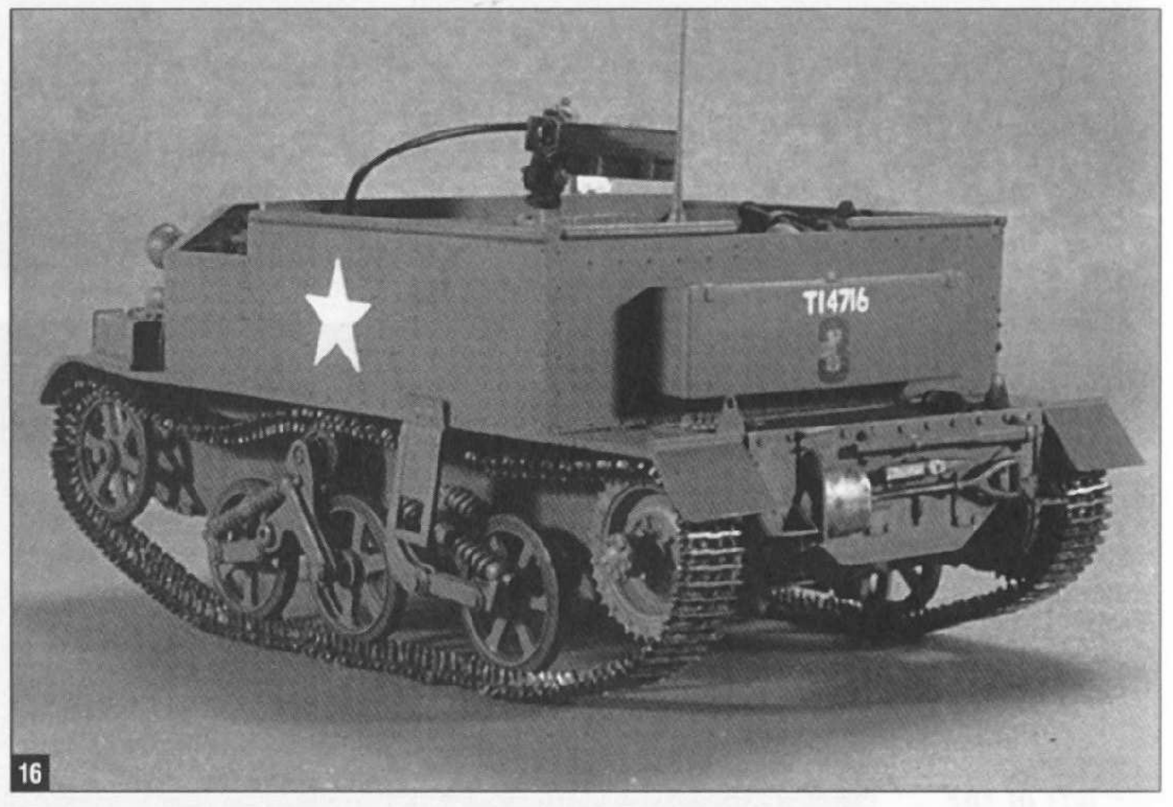
Step Seven is primarily concerned with the rear plate, which is replaced by a Resicast part. This is much nicer, again, than the Tamiya part. Again, though, there are photo-etched parts that I couldn't find. The resin steps (U15 & U16) that go at each end are very nice; check out the non-skid finish. I didn't fit the tow hook bracket or Tamiya part C5. I did mount the radio ("wireless"). As for the front fender skirts, I intended to use the Resicast photo-etched ones since they could be identified. However, they didn't fit the Tamiya fenders. There's a pronounced hump in these fenders (and in the Tamiya skirts), but the brass ones were flat across the top. I finally ended up not using any, the better to show off the track sag.

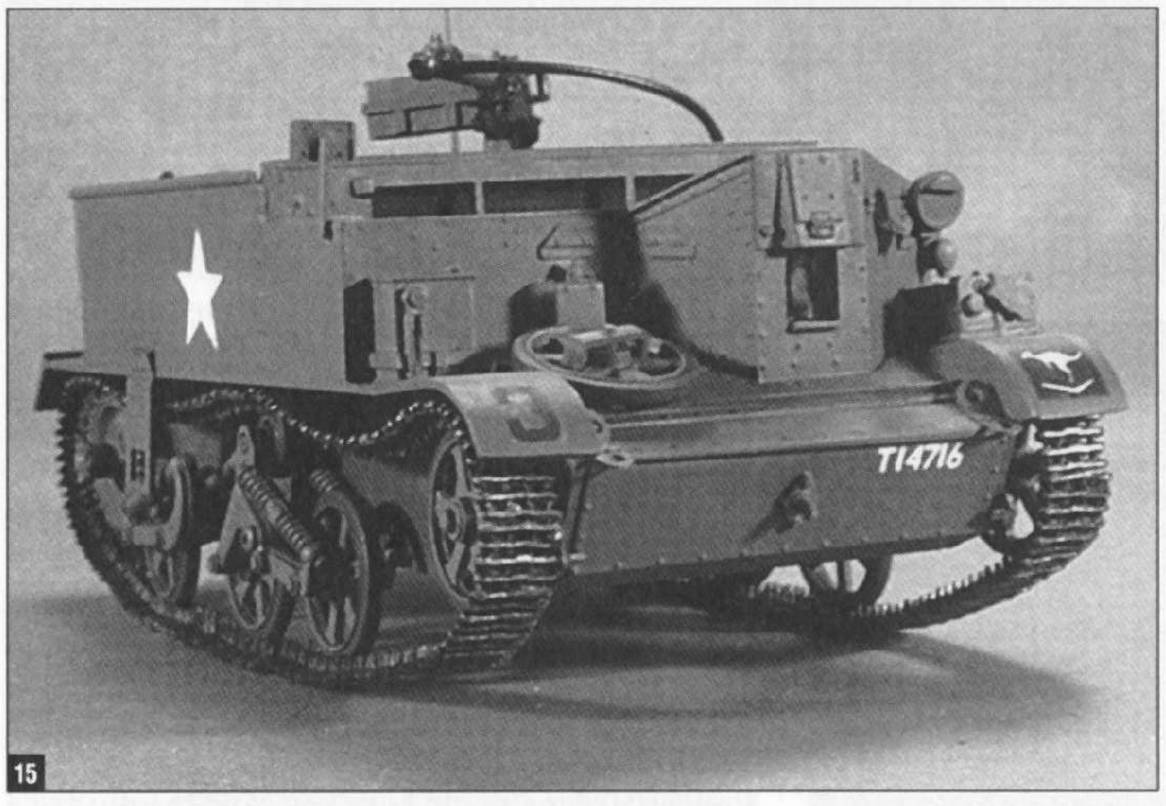












11. The Vickers gun mounted on the engine cover; early models had the gun firing through the opening in the hull front, but this did not afford all-round traverse. Later marks used this mounting. 12. On the right wall of the rear compartment is the very nice resin tripod for the Vickers. This was folded and secured with a photoetched strap from my spares. 13 This shot shows the one piece castings of tarp and ammo boxes provided by Resicast to fill the rear compartment. 14. The right side of the model. 15. Left three quarter view, looking down the business end of the venerable Vickers. 16. Rear view. I left off a lot of stuff at the back end (the tow hooks and stowage) for a plainer look.

Step Eight concerns the hull front. As you can see from the photo, I deviated from the instructions to build the complete hull before adding the running gear and tracks. Again, the Resicast parts are very nice, and a perfect fit. The ribs cast into the Tamiya hull sides to locate the front plate (Tamiya part C13, which is supplanted by U3) must be removed. And again, there are unidentifiable photo-etched parts. The ones that could be identified, light supports and lifting hooks, are very nice and were used.

Steps Nine, Ten, and Eleven are about the accessories. I used few beyond the excellent Resicast tarp/ammo can castings that went into the rear compartment. The water tank on the right front fender and the can on the left front were replaced by resin parts with photo-etched handles, and they are excellent.

In building the Vickers gun, I did something really dumb. Examining the resin parts without looking at my references, I glued the barrel and receiver together, only to find when I did look at photos of the gun that I had done it upside down. What I thought was the rear sight was actually the bracket for the elevation rod. And as usual when you do something stupid, the glue was immovable. Aargh. And although I could identify the brass handle supports, I couldn't figure out how to bend them, so I used a set of handles from my spares. Fitting the wire which represents the water hose demands some fine drilling, but it looks good when done.

Conclusion

Beautiful resin and photo-etched parts, marred by awful instructions, tells the story on this conversion. Just how hard is it to throw the photo-etched sheet into the copier, punch up the size, and give us a legend on what's what? I marked the vehicle as an Aussie one, since I had no other Australian stuff (I'm still working on my Cromwell Sentinel!).

—Joe Morgan

MMiR RECCE

Resicast Bren Gun Carrier Conversion. Kit number 000. Suggested retail price 00.00 Belgian francs or around $00.00. Resicast does not have an official U.S. distributor, but many of the products can be found through The Red lancers.

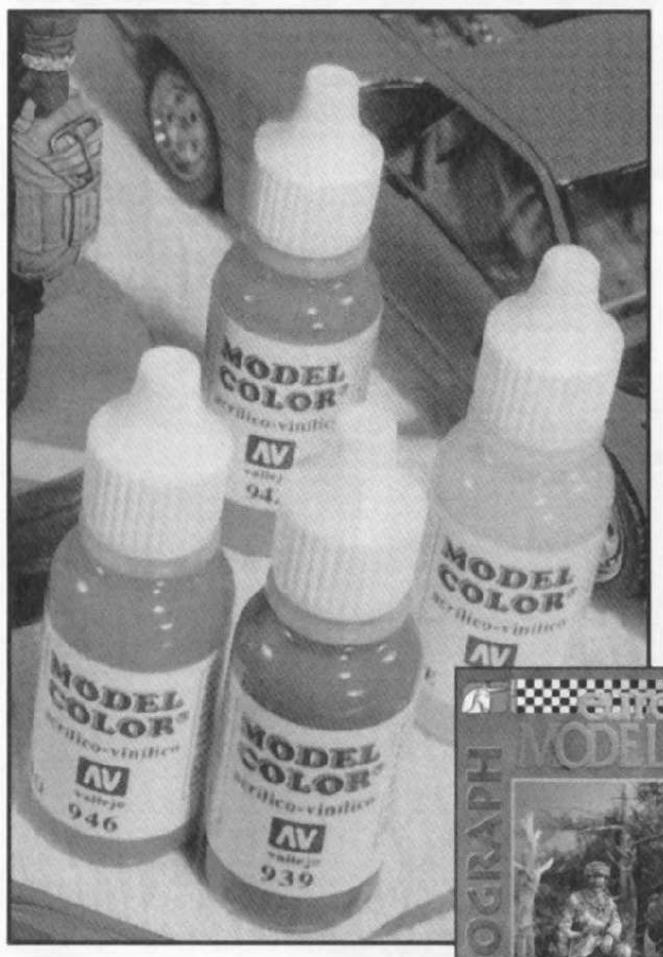
References

Making Tracks, British Carrier Story 1914 to 1972 Chamberlain, Peter, Ellis, and Chris, Profile Publications, Windsor, UK, 1973

World War Two AFVs and Self-Propelled Artillery Forty, George, Osprey, London, 1996

VALLEJO MODEL COLORS

REVOLUTIONARY VINYL ACRYLIC COLORS!



Vallejo Model Colors offer the hobbyist one of the widest selections of colors ever. The continually growing range of quality Acrylics now counts 220. The paint is highly pigmented by a special process designed with the miniaturist in mind. This pigmentation results in a dead flat opaque finish, which in most cases, covers with one application.

Model Colors can be applied to all surfaces including metal, plastics and resin. All colors (with the exception of the alcohol based rnetallics) are water based and can be easily mixed with each other to achieve any desired hue. There are no solvents or toxic odors, and clean up is simply done with water. Colors contain no lead or other ingredients that may be health risks.

Check out our website or send a SSAE for a complete list of colors and presorted boxed and labeled color packs!

NEW MODEL KASTEN!

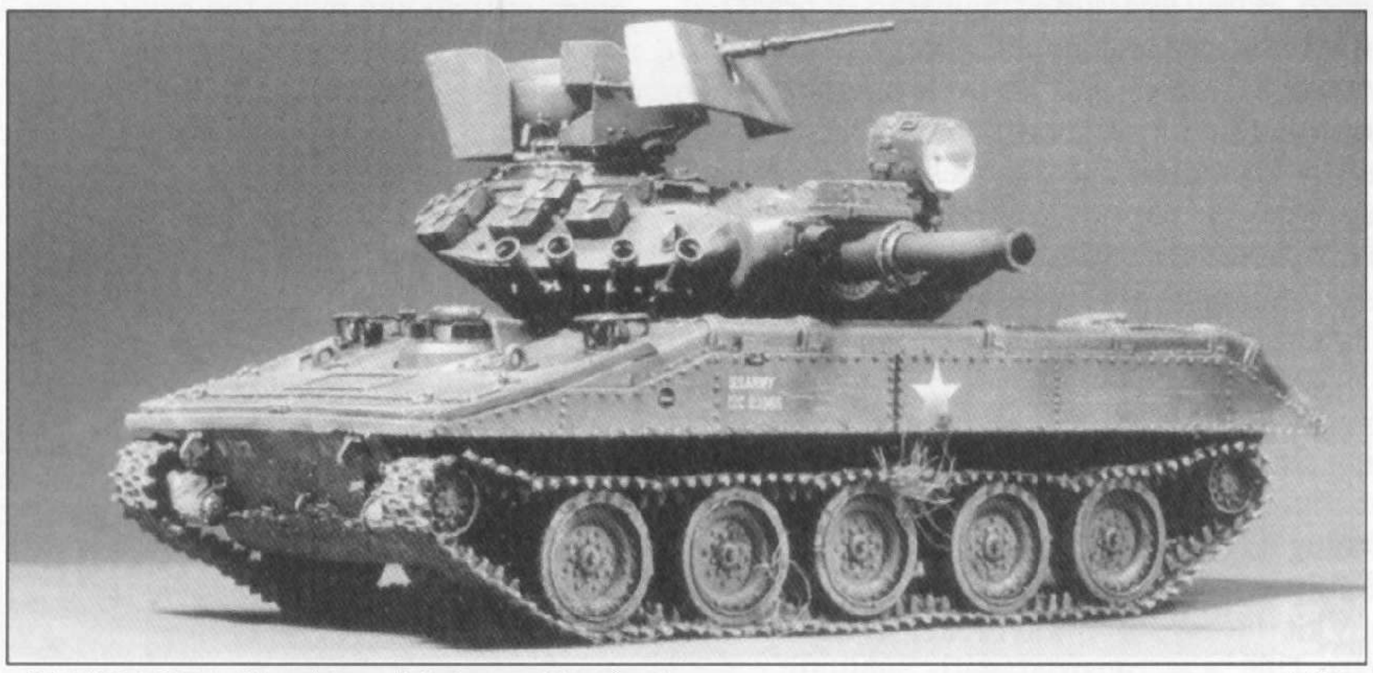
SK37	T-34, Model 1940 Track Links	39.95
SK38	T-26 Light Tank Track Links	29.95
SK41	M-18 Hellcat Track Links	39.95
SK42	Pz-35t Replacement Working Tracks	19.95
A09	Pz-38t Sprocket & Idler Set	13.95

SHOW MODELLING SPECIALS!

SM035	Opel Blitz Wheel Set	*6.98!*
SM053	SdKfz 182 Tiger II Porsche Turret Zemmerit	*7.98!*
SM057	PzKpfw Panzer Ausf G Zemmerit	*7.98!*
SM063	PzKpfw Panther Ausf A Zemmerit	*6.98!*
SM085	Sturmgeschutz III Ausf G Zemmerit	*7.98!*

LEGENDS
TOYS & HOBBIES 17426 COLIMA RD, ROWLAND HEIGHTS, CA 91748 (626) 810-8962 FAX (626) 810-8972
http://www.legendshobbies.com

MEN & MACHINES
IN VIETNAM



63903 M551 Sheridan (Vietnam Version) 1/35

63117 Vietnam Tank Crew (2) 1/35
63118 US Infantry Vietnam (2) 1/35

Jaguar
550A S. CORALRIDGE PLACE • CITY OF INDUSTRY, CA 91746 • (626) 961-2238 • FAX (626) 333-8680 www.jaguarmodels.com

Ben Gurion Centurion?

Or Shotkal? That is the question.

In the late 1950's, the British government agreed to sell Israel Centurion tanks, which would give them their first modern battle tank. At first, the Cent was not favorably received with the crews due to the unreliability of the engine and drive train and the tedious preventative maintenance schedule. Undaunted, the Israelis set about on an improvement program and once again proved their prowess in getting the most out of an outdated weapons system. With the modifications made, the Centurion became one of the best tanks in the Israeli tank force, only to be replaced by the Merkava. Yes, there does seem to be a bit of controversy surrounding the popular nickname "Ben Gurion" Centurion. The nickname seems to be a western coining. The Israelis refer to it as Shot or Shotkal. There, I have gone out on a limb. Let the bullets fly.

The modifications consisted of replacing the Centurion's engine with an American made Continental AVDS-1790 Diesel engine that was the same engine used in the M-60. To accommodate the new engine the engine deck was heavily modified, with the cover being humped like the M-60, and the grille arrangement following a similar pattern, with mufflers mounted on the top rear of the deck. In addition, the armored air cleaner boxes of the M-60 were added to the fenders. The rear hull was enlarged, as well, eliminating the undercut. Eventually, all the Israeli Cents received the L7 105 mm gun. As time went by a thermal sleeve was added to the main gun, as well as reactive armor.

Additional mod's included a new roomy stowage bin, an additional bin on the left rear of the turret and pintle mounts for three Browning 50 cal. or 30 cal. machine guns. The Centurion's headlights were also replaced with M-60 style lights and new brush guards. The travel lock was also relocated to the rear right hand side and M-60 style taillights were used in place of the Centurion's.

When studying Israeli armor it is tough to determine what the basis of the conversion might have been. Being the masters of rebuilds one can be sure that the end result is the same. The modifications to the basic Centurion were very extensive and could include any of the major Marks: Mk II, Mk V, Mk VIII, and it would be difficult to tell once the modifications were made.

I dig the accent

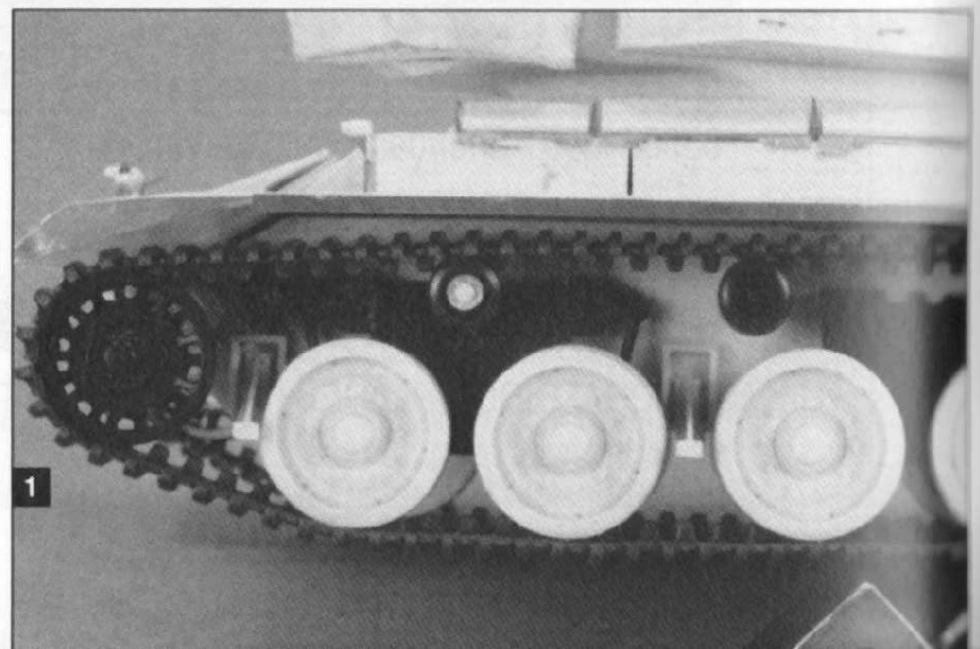
The Corée kit is a full resin multi-media affair, which will appear intimidating at first glance. All of the major parts are cast in a cream color resin with very few bubbles. A huge photo-etched fret is included, as well as assorted diameters of brass rod, steel cable, string and lawn and garden screen for the turret basket. The instructions consist of three pages of color in progress photos with the part numbers printed on the photos showing the locations of the various parts. There is no verbal help and the photos are vague, so once again, have your references handy. You'll need them, I promise.

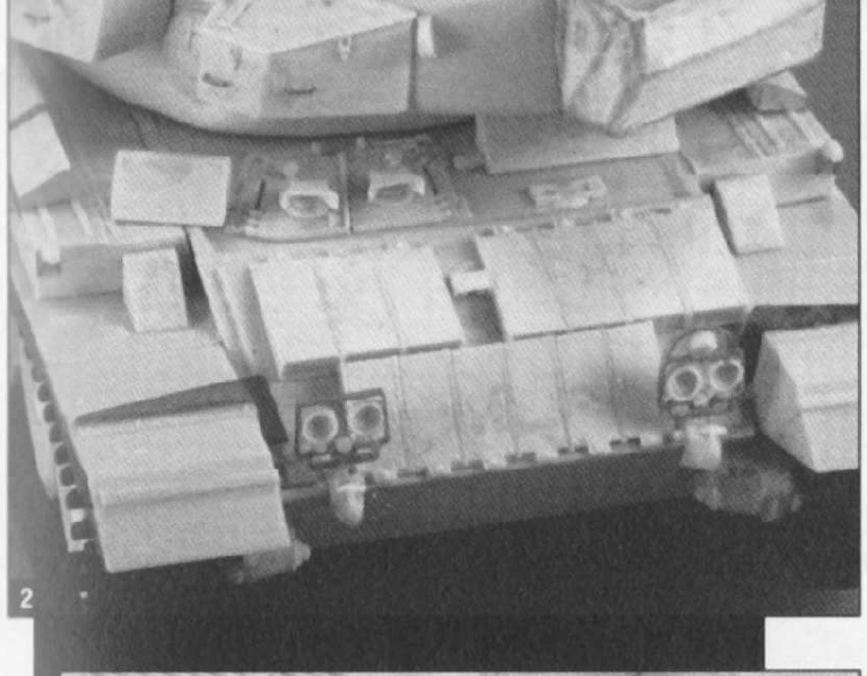
First things first. Sort out all of the pieces using the diagram provided in the kit. The first thing I noticed was that many of the parts were broken during shipment, Bummer. Do not, repeat, do not throw out the baggies. Many of the little pieces will be hiding down in the fluff. If you do inadvertently lose one, we have options. Read on. On my kit the lower hull was broken in three places. This was repaired with 5-minute epoxy. I am not one to bash up and comers, but Corée will need to address the packaging of their product.

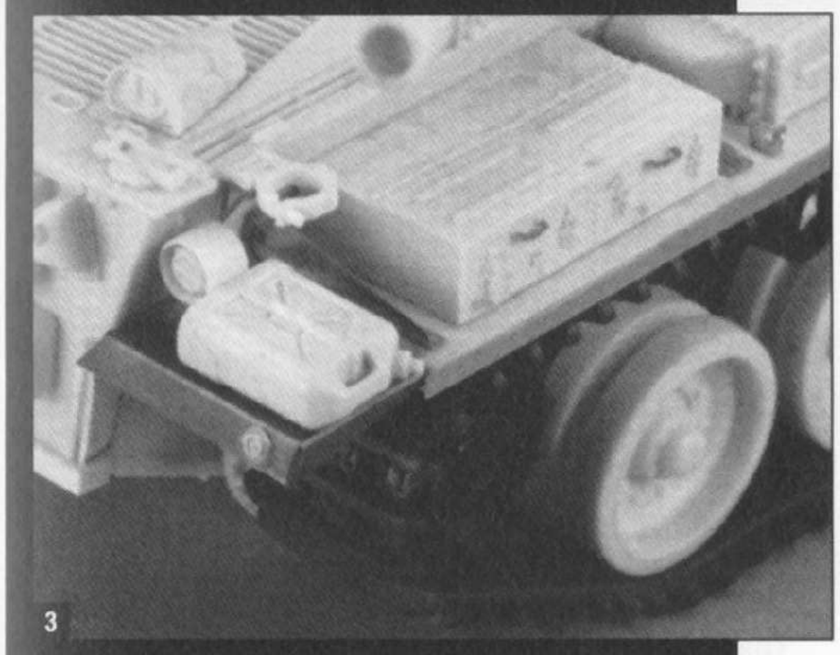
While on the subject, I will get my major bitches out of the way. While inspecting the bits, I noticed that many of the parts looked suspiciously like the Tamiya Centurion parts. Having built a few Centurions from the big T, as well as Accurate Armour, I knew something was amiss. I pulled down my last Tamiya Centurion and it was confirmed, knock off city. This is good and bad. On the upside you can use the Tamiya parts, if you damage any of the parts while cleaning up. On the down side, The Tamiya Centurion is woefully inaccurate.

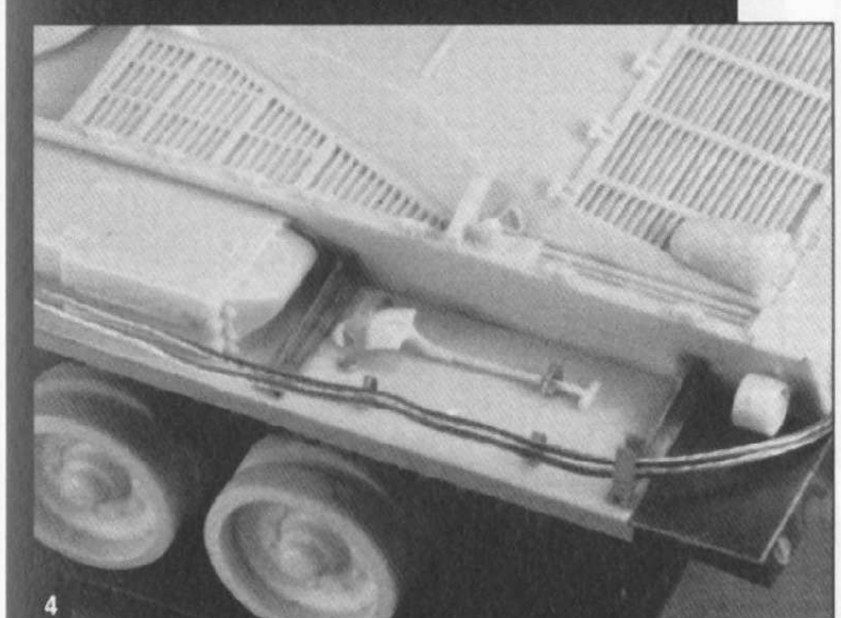
For those interested, the problems with the Tamiya kit are as follows: the hull-armored sides are too narrow and the track guards are far too wide. As they can't (or couldn't) tool reverse angles, the hull top molding side armor is vertical at the front and rear of the side bins, which throws out the angle of the lower hull sides, which are not steep enough and make the belly plates too wide. The engine deck is also incorrect and is too long towards the turret ring. The turret is another problem in that the shape is all wrong. The turret casting on the real Cent is very close to a perfect circle with facets, similar to the T-55. Other than that, it is a lovely kit.

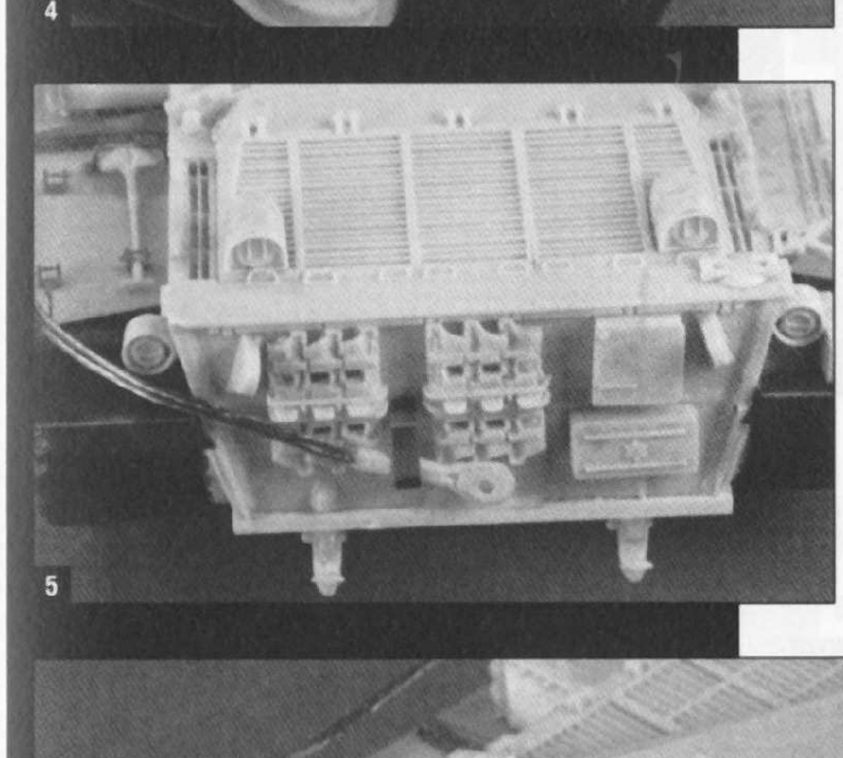
Corée did a fair job of correcting the upper hull and the rear plate. They also did well concerning the turret in that they captured the correct shape and mass of the casting. The only problem I have with this is that you end up paying the full load for a complete kit and really what you get is a conver-


1









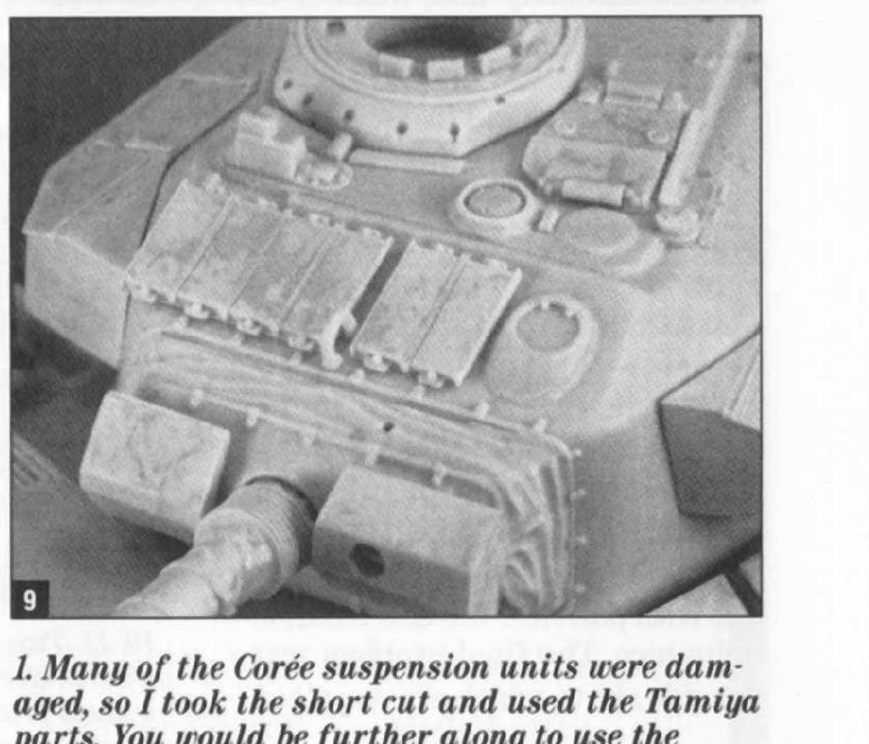
sion. In fairness to Corée, this could have been done due to the scarcity of the Tamiya Centurion. Hard to sell a conversion if you can't find the kit. Enough said.

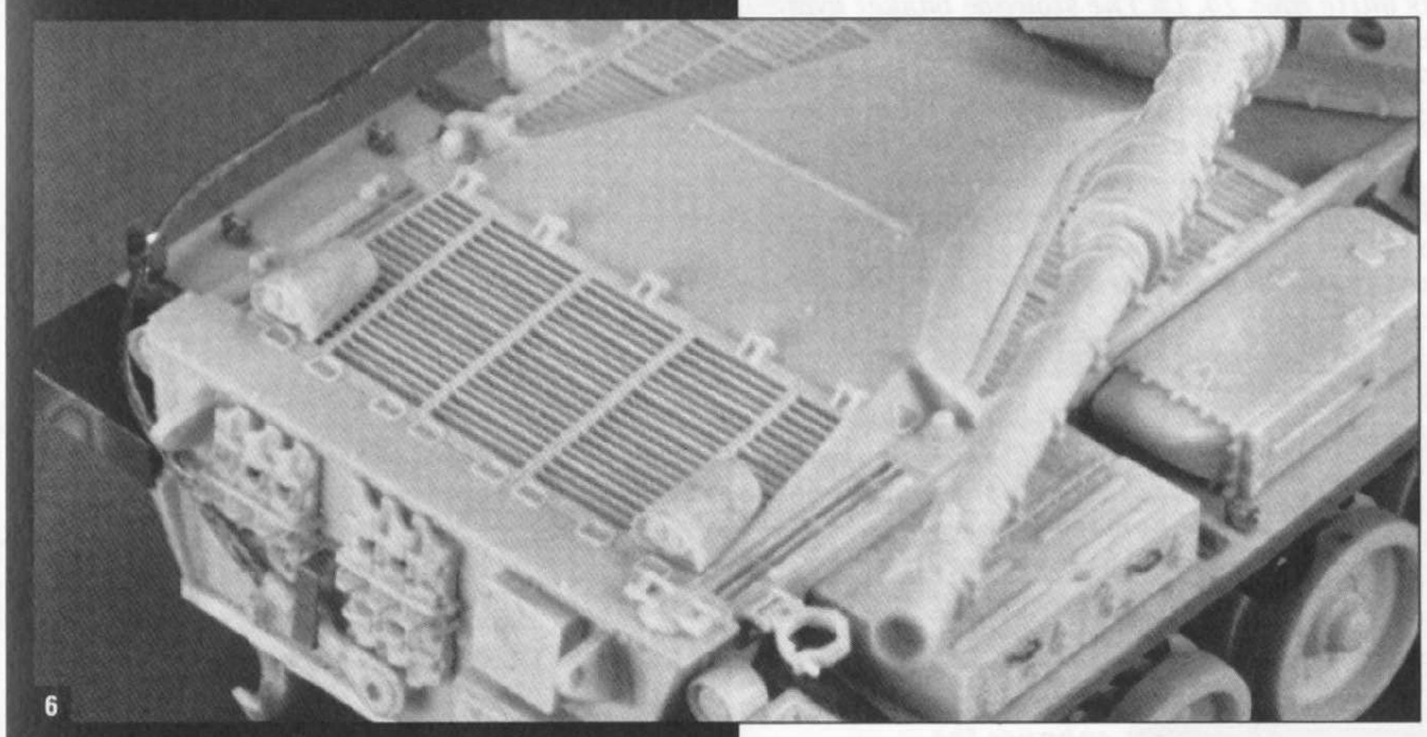
And so...

I started by removing the massive pour plugs at the rear of the upper and lower hull. This was a major problem and I ended up destroying the area where the sides and the rear meet. This I rebuilt using plastic card stock after the upper and lower were joined. Many of the suspension units were damaged and removing them from the pour plug was a mess. I took the short cut and used the Tamiya parts. You would be further along to use the whole Tamiya suspension, wheels and all. And that is what I did. Being that the finished kit would have side skirts, I used the Tamiya tracks as well. The Corée tracks were not much better.

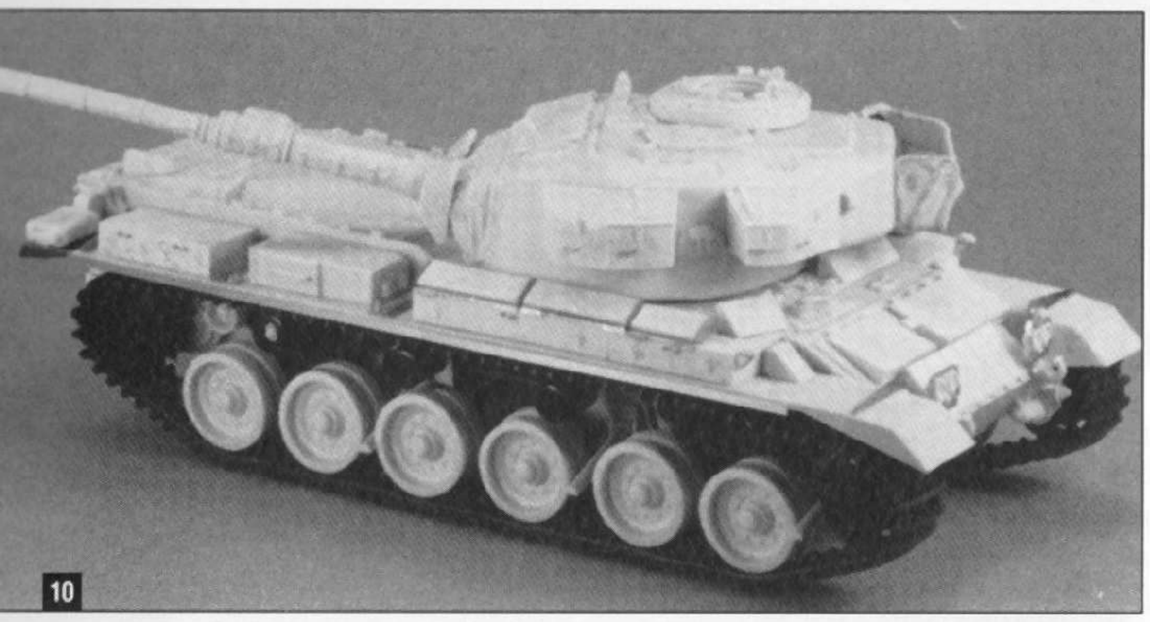
With all of the bits cleaned up I began attaching the hull toolboxes and armored air cleaners, which were also Tamiya vintage. The reactive armor on the front glacis was also added. There are no locating marks, so you will have to test fit everything. As far as the hull goes, the resin bits go on very quickly. The most time consuming portion of the kit is the multitude of photo-etched brackets and fittings that need to be added. The photo-etched parts are well done but the attachment points are very thick so you will use many a scalpel blade when removing the pieces. I found it was easier on some of the bigger parts to cut one of the attachments and bend the part back and forth until the part came off the fret.

The kit-supplied tow cable looked very nice but even after annealing I could not get it bent to shape. I replaced it with Accurate Armour tow cable. The fenders and fender attach brackets went together just fine. The brackets for the side reactive armor, parts E22 & E23 are long, and should be bent in a vise. For the grab handles, Corée supplies a length of copper wire. This would be very difficult to bend all of them to a consistent shape so I used handles from a left over Accurate Armour fret. The Accurate Armour handles are more accurate in that they look like handles, not bent wire. The headlights were drilled for MV Lenses #116. The headlight assemblies consist of seven parts each and are a lot of fun. The square one is not too bad, but the curved one will drive you mad. Watch the bend lines. It is very easy to go the wrong way.





1. Many of the Corée suspension units were damaged, so I took the short cut and used the Tamiya parts. You would be further along to use the whole Tamiya suspension and tracks. 2. The front hull. There are no locating marks for the reactive armor on the front glacis, so you will have to test fit as you go. This is also a good view of the etched fender brackets and headlight guards. The headlight assemblies consist of seven parts each and are a lot of fun. 3, 4. The most time consuming portion of the kit is the multitude of photo-etched brackets and fittings that need to be added. The fenders and fender attachment brackets went together just fine. The kit-supplied tow cable looked very nice, but even after annealing I could not get it bent to shape. I replaced it with an Accurate Armour tow cable. 5, 6. Corée did a fair job of correcting the upper hull and the rear plate. At the bottom of the back plate is some evidence of my hull repair job. Note the Star of David on the lid of the infantry comm box. The original Tamiya engine deck is too long towards the turret ring. 7. Corée gives you two barrels, one with thermal sleeve and one without. I opted for the one with the sleeve. 8. Both the turret and hull are covered with a multitude of small grab handles. I made these from copper wire. The finished stowage basket was covered with tissue paper soaked in water and white glue to represent a canvas cover. 9. The reactive armor on the top of the turret.

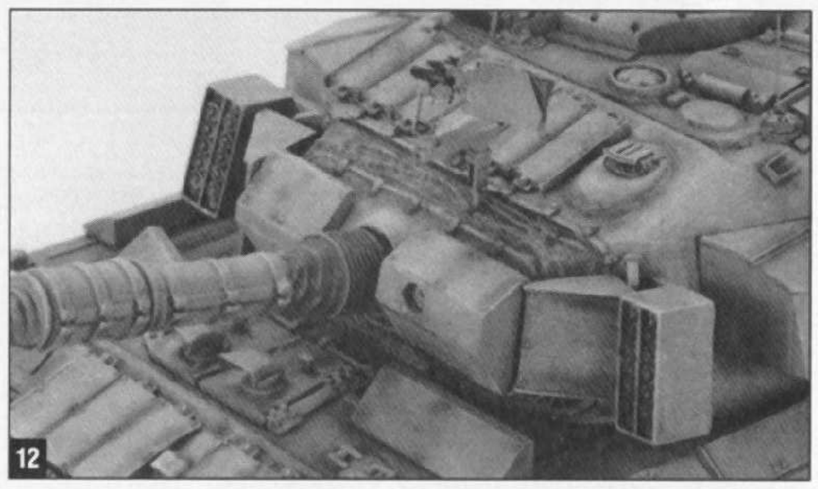


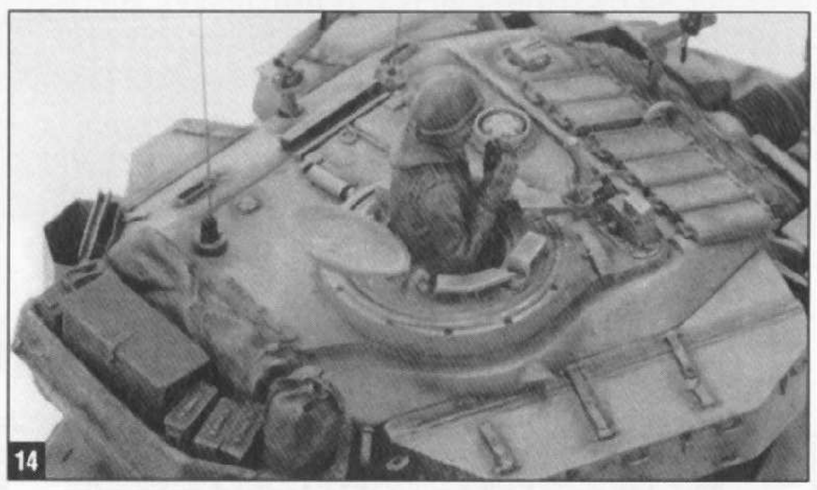
Happy turret time

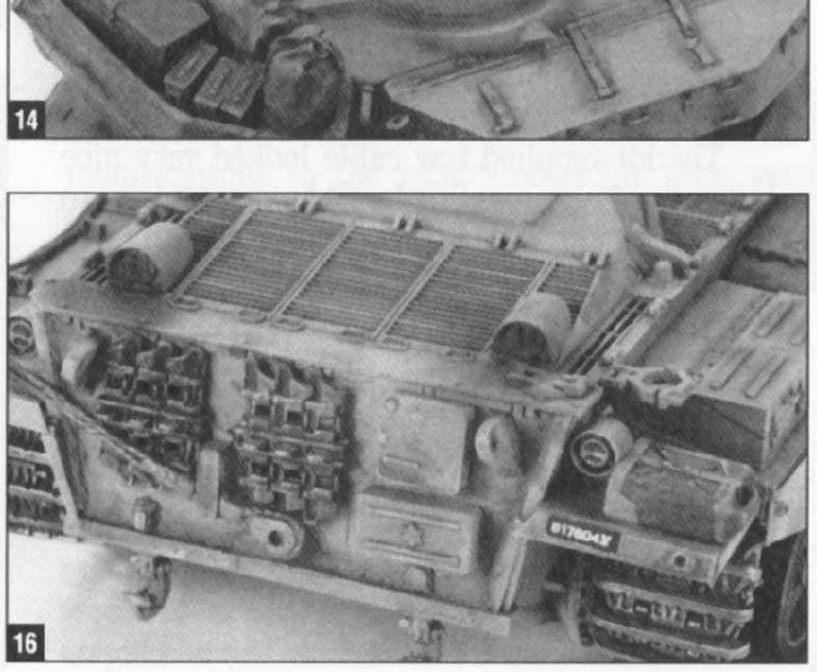
The turret actually took longer than the hull on this kit. I began with the 105mm gun. Corée gives you two barrels, one with thermal sleeve and one without. Both were warped. I opted for the thermal sleeve. To straighten it I popped it in the microwave for 10 to 15 seconds and straightened it out by bending it back to shape while the resin was still hot. This is not a good technique if the barrel is cast around a metal rod! With the gun in place, I moved on to the resin stowage bins, which posed no problems. The handles were replaced with Accurate Armour handles. The left rear bin is made from six parts and is a bit fiddly. Parts E28 & E40 had to be filed down to the same depth and width as the bin. Very tricky.

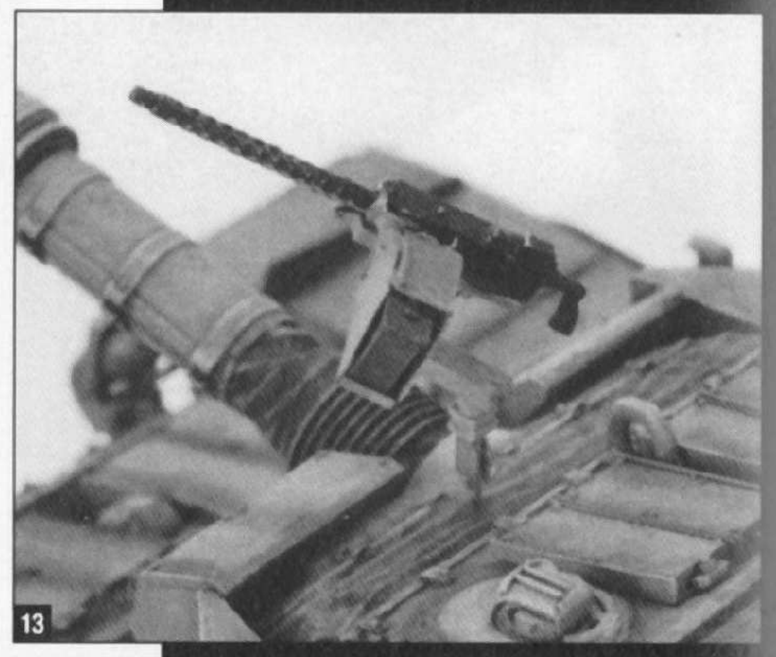
I had been putting off the rear basket for obvious reasons. Corée provides a jig to bend the lengths of brass rod to make up the pieces for the basket. I am always up for a good soldering challenge but there are a few issues with this. Number one, they did not include enough rod to do the job. Number two, no dimensions are given for the assembly and, number three, I do not know how to cut solder or glue galvanized lawn and garden screen to brass. Gentle reader, it just does not work. What to do? After assembling the basket, I tried to use Tamiya mesh, but it did not have the right pattern. I wormed out of this tight squeeze by covering the structure with tissue paper soaked in water and white glue to represent a canvas cover. A load of stowage and you're on your way again. I cannot give high marks for Corée's choice of medium.

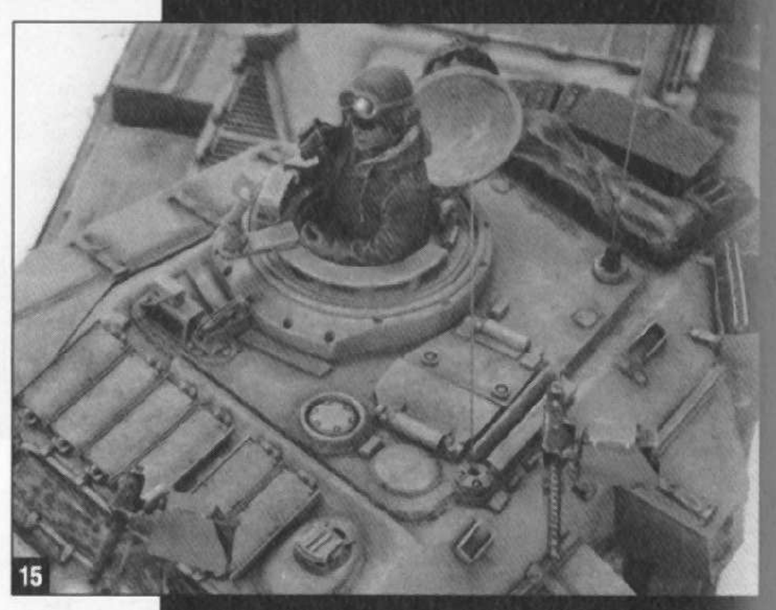
I finished the turret off with the assembly of the machine guns, which are little models in themselves. You will spend the most time cleaning up the eight pieces that make up each gun, but with patience the end result is quite nice. The final problem was the side skirts, which are one piece,

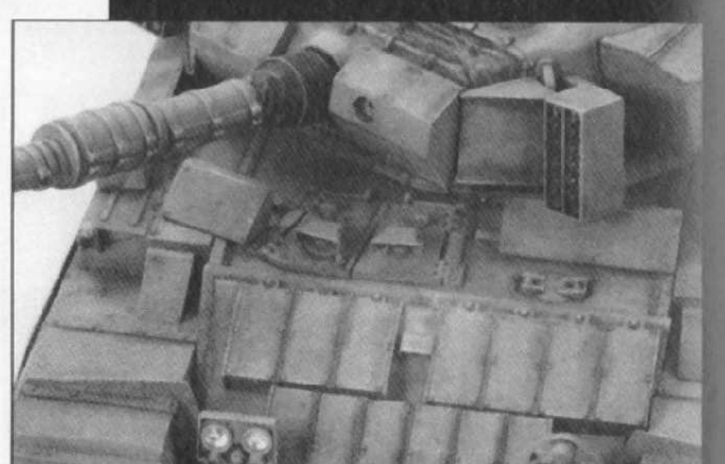


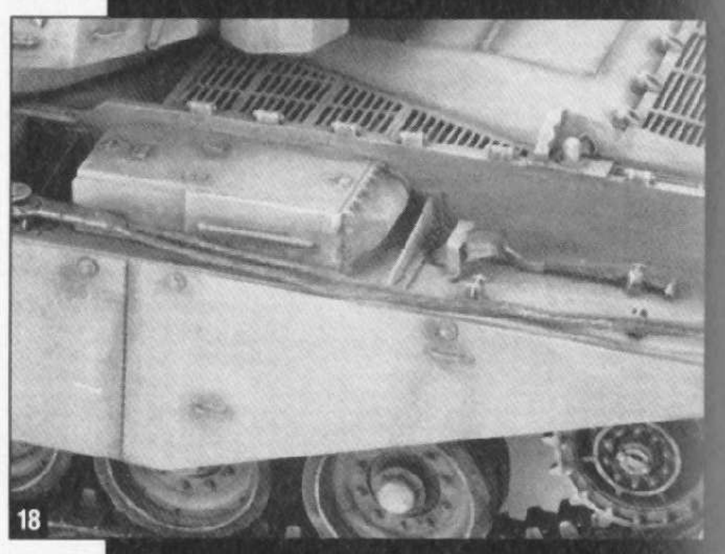












10, 11. Two overall views of the finished kit. Although the resin wheels are shown here, I later opted to replace them with the wheels from the Tamiya kit. 12. The completed and painted mantlet. The smoke launchers and other gear were crisply molded. 13. The machine guns are little models in themselves. Cleaning up the eight pieces that make up each gun is time consuming, but with patience the end result is quite nice. 14, 15. The stowage basket was filled with items from my scrap box, most likely VP in origin. The figure is also a VP item. 16. No markings are included in the kit, so once again, it was VP to the rescue. 17. The headlights were drilled for MV Lenses, #116. Those and the seven part photo-etch assemblies for the guards really set off this area of the model. 18. I used a spare set of Accurate Armour Centurion side skirts, which are individual panels.

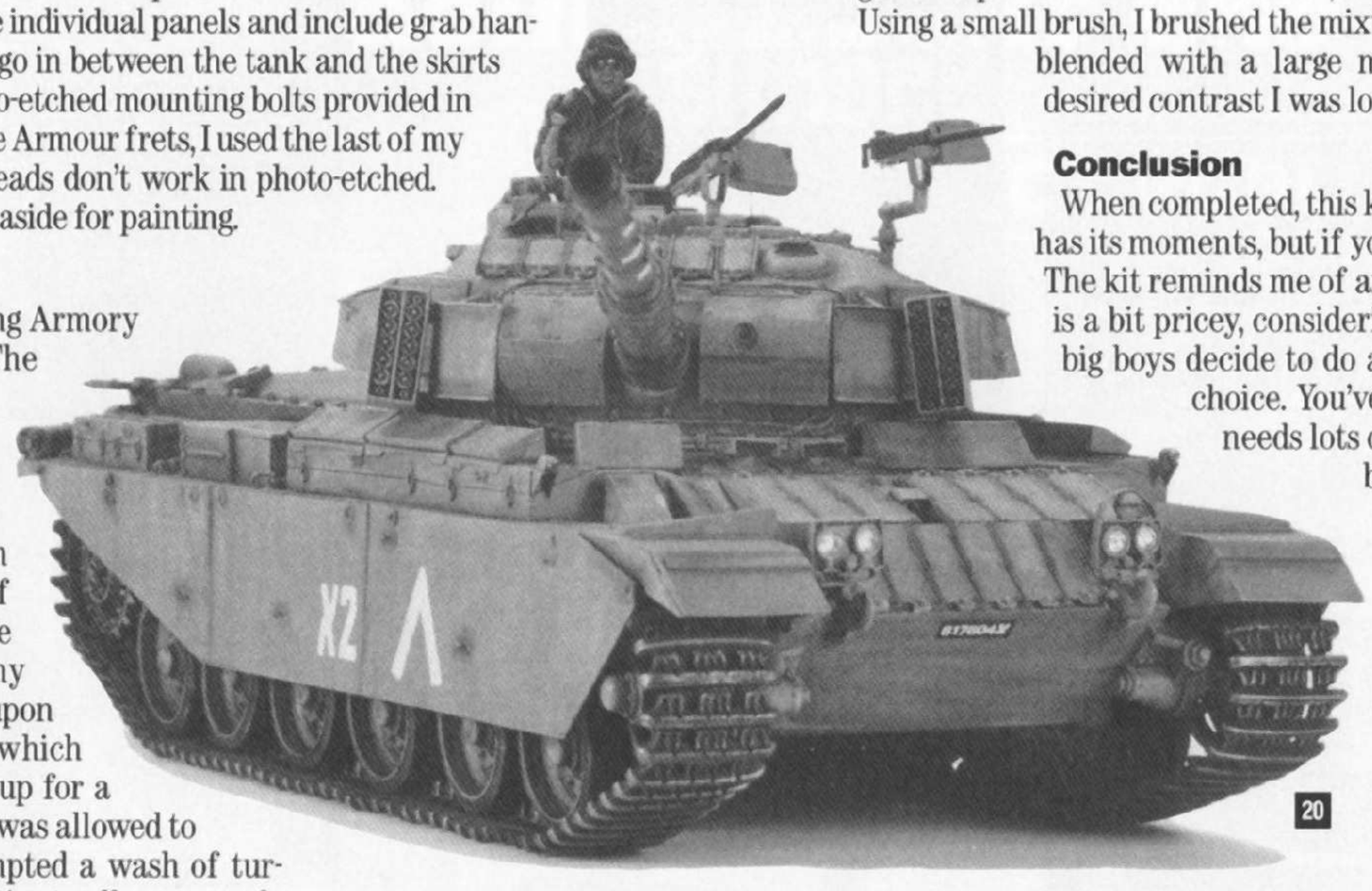
19, 20. The model was painted overall Testors enamel Sinai Gray, applied over Armory gray primer from a can. I used a mixture of dark brown, sand and red brown pastel chalks to further enhance the weathering.

and again you would have to fashion handles out of copper wire. The skirts need to be cut and separated. I used a spare set of Accurate Armour Centurion side skirts, which are individual panels and include grab handles and mounting plates, that go in between the tank and the skirts themselves. Instead of the photo-etched mounting bolts provided in both the Corée and the Accurate Armour frets, I used the last of my grant line bolts. For me bolt heads don't work in photo-etched. The finished skirts were tossed aside for painting.

Paint party

The model was primed using Armory gray primer from a can. The entire under carriage was sprayed Tamiya Flat Black and then over sprayed with Tamiya Flat Earth. The upper portions were base coated in Tamiya Flat Brown. The use of Acrylics allows you to move very fast. Instead of mixing my own Sinai Gray, I happened upon Testors enamel Sinai Gray, which looks very close. I am always up for a good short cut. The final color was allowed to dry for a week before I attempted a wash of turpentine and oils. It is good practice to allow enamels to thoroughly dry before washing with turps.

The wash itself consisted of equal parts Raw Umber and Burnt Umber. Avoid black on a tan vehicle. The wash was applied in the usual manner. This model was dry brushed using all Vallejo Acrylics, including the metallics. Their Oily Steel is perfect for worn surfaces on tracks. The kit did not include any markings so it was either scrounge or breakdown and buy the Verlinden set. I went with the Verlinden markings, which worked very well. I also added a figure from the venerable Verlinden Israeli Tank Crew.



After examining the finish, it looked a little bland. To bring it out I ground up a mixture of dark brown, sand and red brown pastel chalks. Using a small brush, I brushed the mixture into all of the recesses and blended with a large make up brush. This gave the desired contrast I was looking for.

Conclusion

When completed, this kit started to grow on me. Yes, it has its moments, but if you get through, it's not that bad. The kit reminds me of an early 80's vintage resin kit. It is a bit pricey, considering what you get, but until the big boys decide to do a good Centurion, you have no choice. You've got to work with this one, it needs lots of love. It is all a matter of how badly do you want it. Hopefully Corée will address their quality and shipping problems and I look forward to seeing what they offer in the future.

—Nick Vanston

MMiR RECCE

Corée Bengurion Centurion, Kit number CE3509. Kit graciously provided by Corée's U.S. import agent, Squadron Signal Mail Order. Suggested retail price $99.98, but also seen on sale in the Squadron newsletter for $84.96.

Tamiya Centurion Mark III. Kit number 30414. If you can find it.

References

The Centurion Tank in Battle, by Simon Dunstan, Osprey Vanguard Number 22. ISBN 0-85045-398-4.
Tank Battles of The Mid East Wars 1948-1973, by Steven J. Zaloga, Concord Publications. ISBN 962-361-612-0.

Subscribe or Die

of the envy you will undoubtedly feel towards your friends who have!

U.S., Canadian, Mexican and South American subscription agent:
RZM Imports, P.O. Box 995, Southbury, CT 06488
(203) 264-0774. E-mail: rzm@rzm.com
U.S.; $35.00 for 4 quarterly issues, Canada; $45.00, Mexico; $53.00.
Individual issues; $9.95 plus postage • Foreign post offices please inquire for rates.

For information and rates in the UK and Europe contact:
Historex Agents, Wellington House, 157 Snargate Street, Dover, KENT CT17 9BZ
Tel: 01304 206720 Fax: 01304 204528
E-mail: sales@historex-agents.demon.co.uk

For information and rates in Hong Kong and the Far East contact:
Falcon Supplies Co., Unit 203, Chit Lee Commercial Building,
30 Shaukiwan Road, Hong Kong • Tel: 8862290 Fax: 8863001 • E-mail: falcon@ctimail.com

HOBBY DEPOT
216 W. Southern Ave.
Tempe AZ 85282
(480) 968-1880
(480) 968-1190
e-mail hobbydpo@powerplusinc.com

SKYBOW SALE
M38A1 - $18.95 • M38A1 w/recoilless - $18.95
3/4-ton Dodge WW2 truck - $22.95
PLUS ALL TANK WORKSHOP 25% off

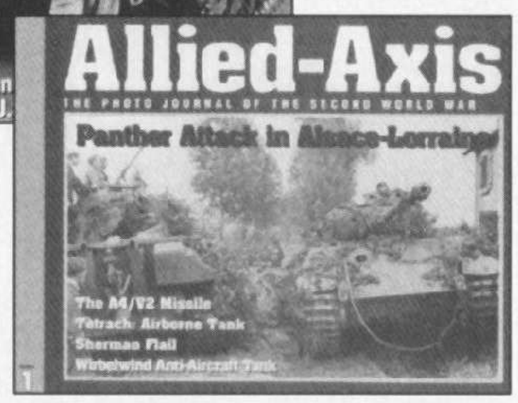
We also carry the following lines at discounted prices:

Aber	Fort Duquesne	ModelKasten
Academy	Friulmodellismo	Maquettes
Aires	Fujimi	PiliPili
Airwaves	Gunze Sangyo	Revell/Germany
Andrea	Heller	RPM
AFV Club	Hornet	Skybow
Armor Research	Hudson & Allen	Tamiya
Corée	Italeri	Techmod
CMK	Ironside	Verlinden
DML	Jaguar	Warriors
Eduard	Jordi Rubio	Yanks Miniatures
Elephant	Kirin	Zvesda
Emhar	Kommeraden	*and a lot more!*

VISA MasterCard AMERICAN EXPRESS DISCOVER

歡迎亞洲區讀者長期訂閱：

PRACTICALLY THE WORLD'S MOST POPULAR MODELING MAGAZINE!
MILITARY
Miniatures
IN REVIEW
MasterCon Mojo!
The Resistant Bren Gun Carrier conversion
New resin Centurion from Curée of Korea
ZIS-5 fuel truck in 1/48th scale.
Get Out'th Dodge
Skybox's 3/4-ton trucks
MMiR: helping you get in touch with your inner dweeb since 1994!
22
NEW FIGURE FEATURE: MODEL CITIZEN



本公司陳列室：

MMiR reaches the Far East
Subscribe now

FALCON SUPPLIES CO.
203 Chit Lee Commercial Building
30 Shaukiwan Road, HONG KONG
Tel: (852) 2886 2290 • Fax: (852) 2886 3001
e-mail: falcon@ctimail.com • website: www.hk-hobby.com

輝煌

See you at the 2000 Hong Kong Open modelling competition November 10-12, 2000

M&Models
P.O. Box 434 Oak Lawn IL 60454-0434
Phone/Fax (708)423-7202

(Mon-Fri 4:00PM-8:00PM & Sat 10:00AM-5:00PM CST)

****Visit our store at: 9239 S. Cicero Oak Lawn IL.****
E-mail: mmodels@wwa.com
VISIT OUR WEB SITE AT:
www.wwa.com/~mmodels/

- Aber
- Armoured Brigade
- Accurate Armour
- Azimut/ADV
- Cavalier Zimmerit
- Cromwell
- DES Kit
- Dragon
- Friulmodellismo
- Hobby Fan
- ICM
- Jaguar
- Jordi Rubio
- Marquette
- ModelKasten
- On-Track Models
- Precision Models
- ResiCast
- Royal Models
- Stencilit
- Tamiya
- Tank Maker
- Tank Workshop
- Techmod
- Verlinden

Books/Magazines: Armor Modelling; Darlington; Fedorowicz; Ground Power; Military Modelling Manuals; Ryton; Steelmasters.
We mail order domestic & imported kits and accessories from around the world.
Additional Products Available • Send $3.00 For Catalog

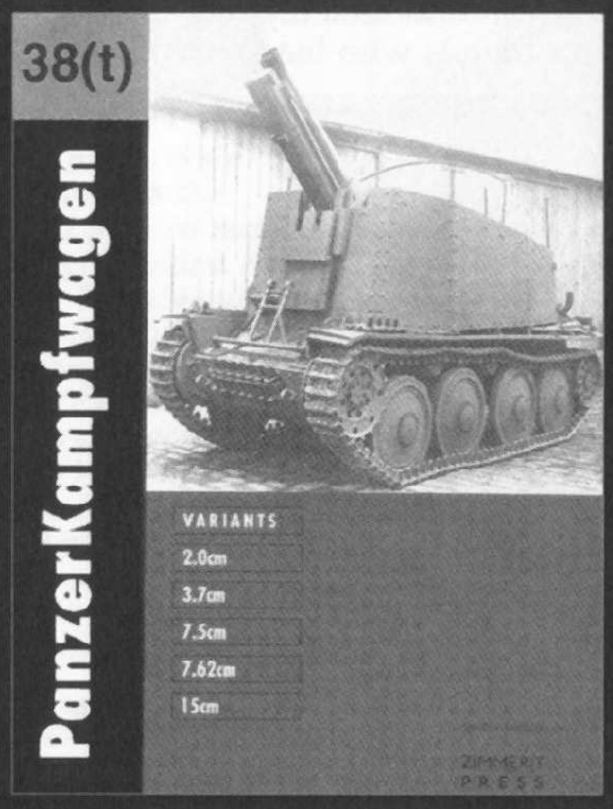
Ordering Instructions:

Illinois residents add 8% sales tax.
Postage and handling add:
$10.00 to $20.00 • $4.25
$20.00 to $50.00 • $4.95
$50.00 and over $5.95

No Stamps or C.O.D.'s
Checks & M.O's in US funds
Allow extra time for personal checks to clear.
$10 minimum order.

Visa/Mastercard Accepted

BRAND NEW PUBLICATION!



- English text
- 60 pages of B&W photos
- Superb quality and great value on the 11 different 38t variants
- Exclusive distributor east of the Mississippi

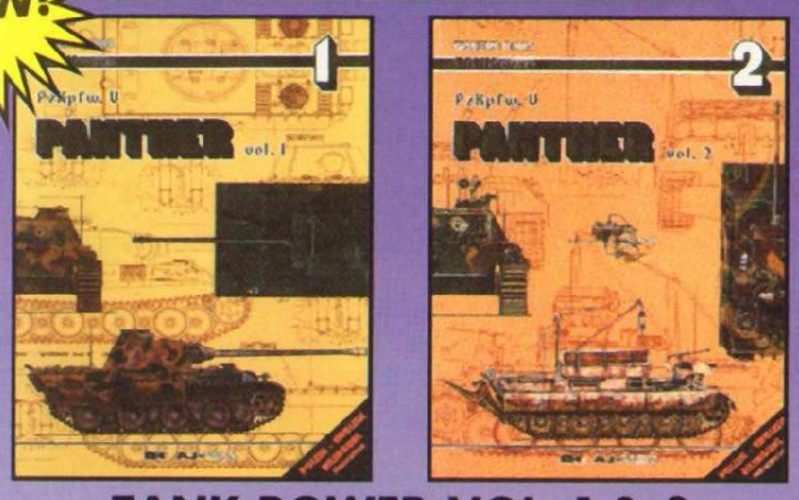
list price: $12

S&J Hobbies • Gene Bagnoli
718-979-0882
Mon-Fri 7:30pm to 10:30pm Sat-Sun 10am to 4pm
dealer inquiries welcome
332 Lincoln Avenue • Staten Island, NY 10306
ebagnoli@aol.com

Military Modeling Books and More!

AJ PRESS

NEW!

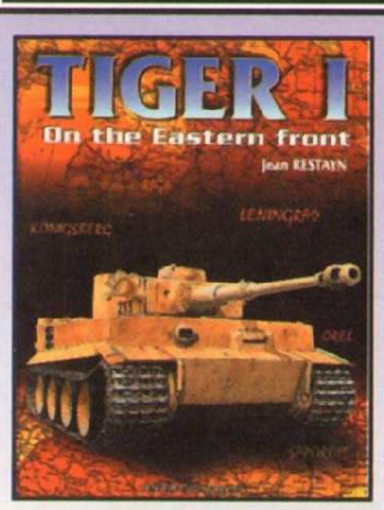


TANK POWER VOL. 1 & 2

An armor modelers dream! 100 pages of photos and color plates. Vol. 1 covers the "PANTHER" and Vol. 2 covers the" BERGEPANTHER". ***A Must Have!***

AJ-001 ...$24.95 AJ-002 ...$24.95

HISTOIRE & COLLECTIONS

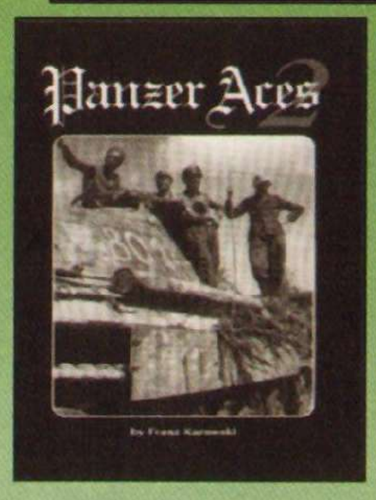


TIGER I ON THE EASTERN FRONT

This awesome volume covers the Tiger I in combat in Russia and is full of rare and unusual photos and color plates.

MM BK-034
$37.95

FEDOROWICZ PUBLISHING



PANZER ACES 2

This new title contains six 50 page biographies of Germany's leading Panzer commanders.

FP-040 ...$52.00

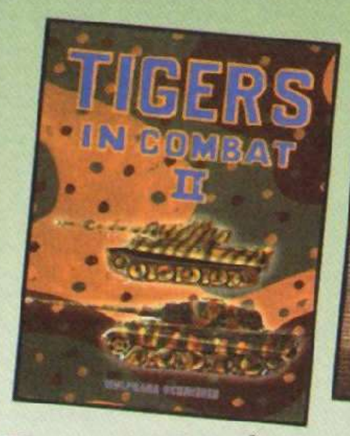
NEW!

PANZERTAKTIK

The definitive account of Germany's offensive and defensive panzer tactics.

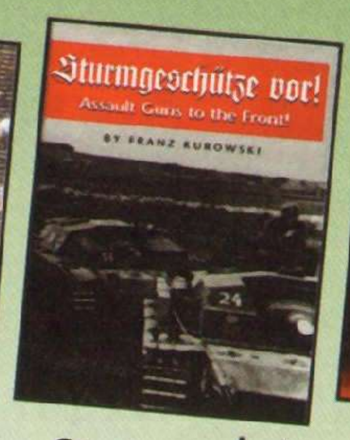
FP-041 ...$85.00

These great titles are also available:

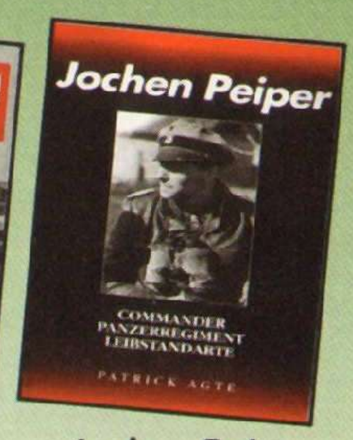


Tigers in Combat
FP-030...$95.00

Schwere Panzer Abteilung 653
FP-029...$102.00



Sturmgeschutz Forward
FP-037...$75.00



Jochen Peiper
FP-036...$95.00

MODELKASTEN

NEW!

M-4 SHERMAN workable track set

The latest in Modelkasten's superior "injection molded" workable track series.

MK SK-044 ...$39.95

SHOW MODELLING

Sd.kfz.250
SH-099
$25.95

Sd.kfz.181 TIGER I
SH-100
$17.95

1/35th Photo-Etched Detail Sets

ARMOR MODELLING

Featuring the FAMO!

AM-020 ...$12.95 each

AM-019

AM-018

AM-017

TAKAHASHI MODELLING

TK-07... $12.95
German WH Sturmgeschutz Tank Crew, France 1944

TK-08... $24.95
German "LAH" SS Pz Div. Tiger I tank Gunner & Loader, France 1944

TK-09... $12.95
German 25th Pz Div. Regimental Commander Kursk, 1943

1/35th High Quality Pewter Figures

RZM IMPORTS
www.rzm.com

Credit card customers can call too free (orders only please) to **1-800-562-7308** for prompt delivery. Or send check or bank money order (in U.S. funds) to: RZM Imports, P.O. Box 995, Southbury, CT 06488. CT residents must add 6% sales tax to total amount. **Postage for Books: Please add $5.00 for first book and $1.75 each additional.**
Postage for all other items: Please add $2.50 for first item and .75 each additional.
Tel. 203-264-0774 Fax 203-264-4967

Gettin' Fuelish

THE TARMAC ZIS-5 V FUEL TRUCK

Hey, what's this? How did that fly-boy get in here? Okay, before you guys get your panties in a wad, consider this: The Ukrainian 37th Parachute Regiment was recruited from farmers and simple peasants. Being naturally superstitious, most all of them had an innate fear of flying. So, during their training, they learned the basics of parachuting by jumping out of the back of swiftly moving trucks driving along high, mountain passes in the Urals. Once they got the hang of things, they were then lead onto aircraft (blindfolded) for their first "aerial" jump. No? Okay, I tried!

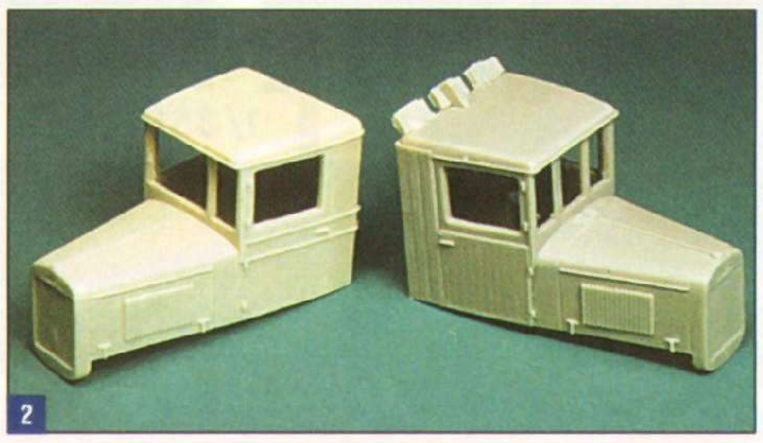
If you can manage to get your eyes past that offensive little dude, you will see that what we are dealing with here is a really neat little kit of a cool looking truck! Although Tarmac's kits are primarily aimed at aircraft modelers, this is one vehicle which would not be out of place refueling army vehicles as well. Tarmac, along with their sister company, Gasoline is taking to 1/48 scale models like Homer Simpson to a donut. What's more, they seem to be doing a pretty good job of it! This kit, one of their latest, is a case in point.

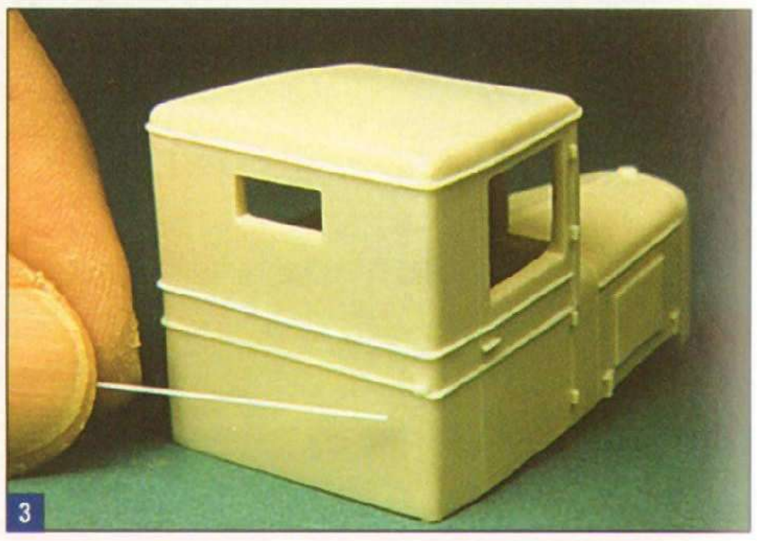
Wherefore art thou, 1/48?

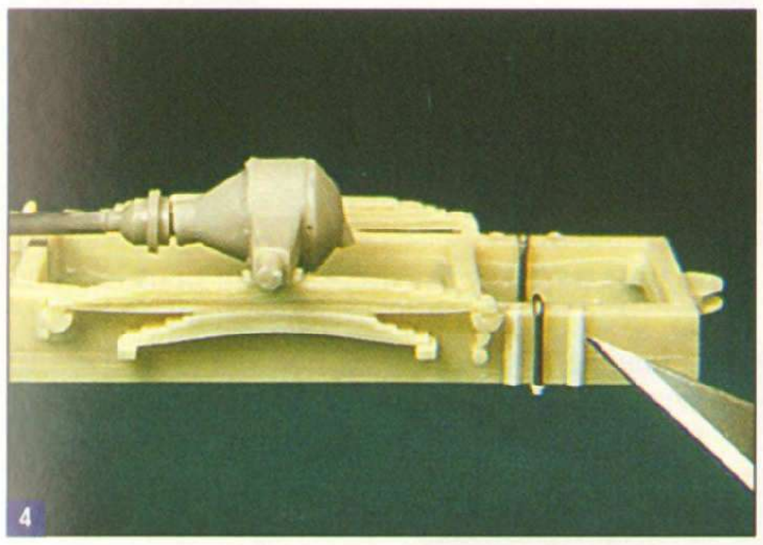
1/48 scale is still kind of a bastard among vehicle modelers. There have been several attempts to get modelers to buy vehicles in this scale. I believe one of the first was Aurora. Remember those kits? Great box art, mediocre models. But they were ground breaking in their time. They were followed in the '70s by a forgettable series of armor kits by Tamiya. This was the time when Tamiya thought the only good model was one that could creep

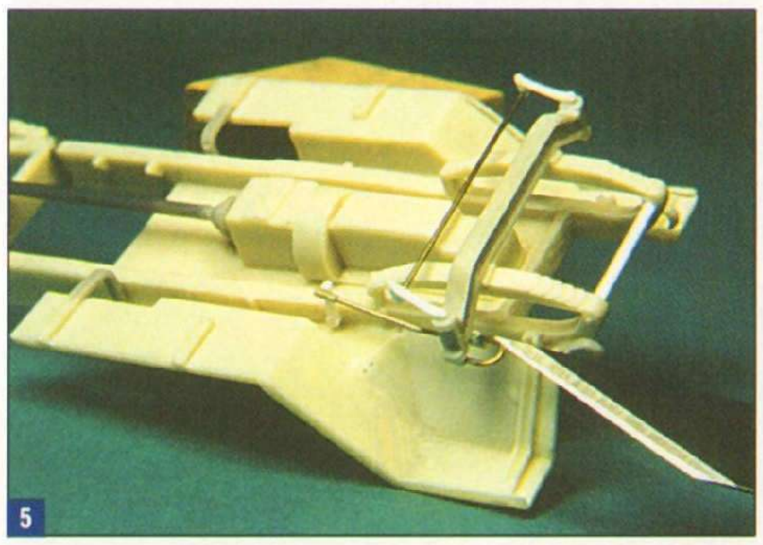
1. The contents of the Zis 5 V fuel truck kit. Everything needed to complete the model is in the box. The box lids are for the two different versions of this kit. The instruction sheet is rudimentary with good illustrations. More information would have been helpful in certain areas. 2. This photo shows the two cabs, which are the only difference between the two kits. Note the sprues on the wooden cab, which must be carefully removed. I decided to build the wooden cab version because the kit only provides the wooden style fenders. These may not be appropriate for the steel cab version. 3. Because of mold mis-match, the ribs on the back of the steel cab were disturbed. his was corrected by replacing the ribs with plastic strip.

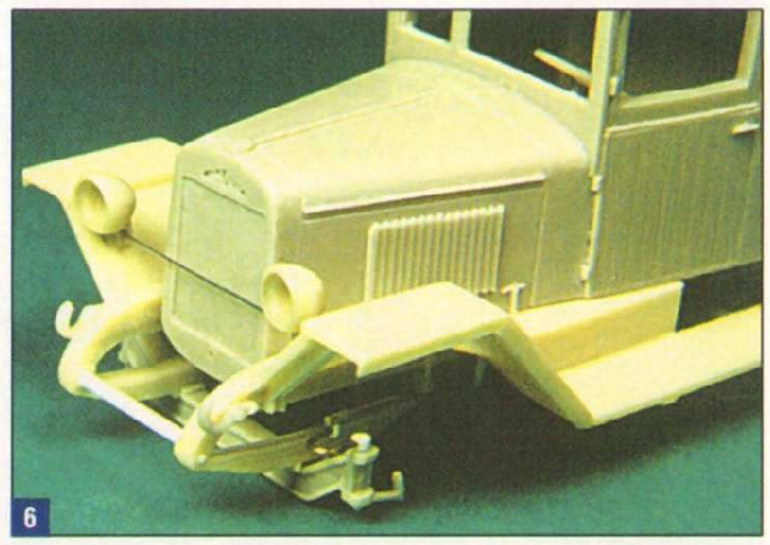
1


2

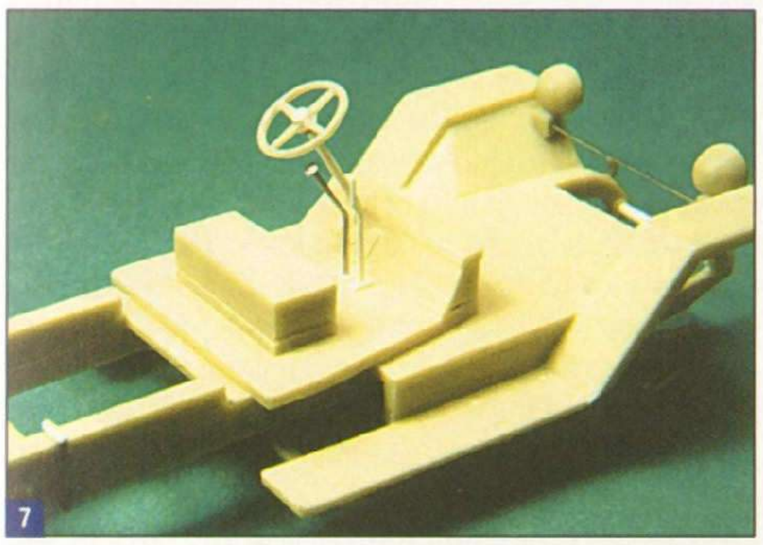

3

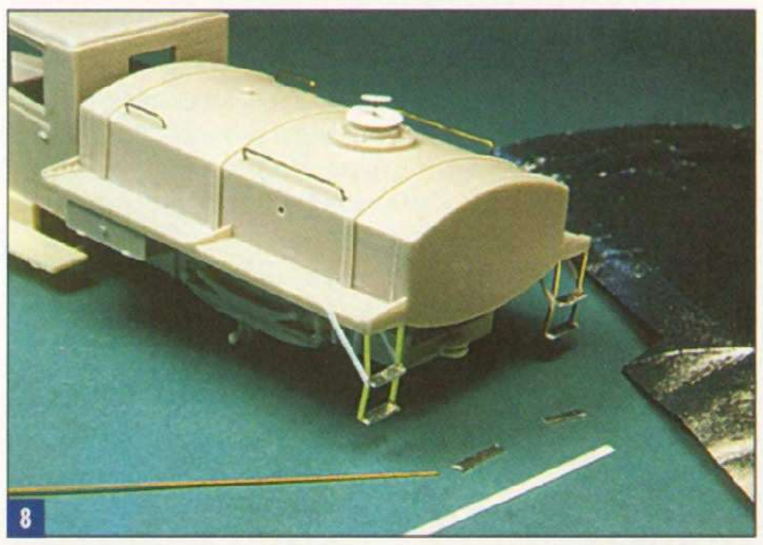






4. Mold mis-match also affected some of the details on the sides of the chassis. I removed and replaced this detail where simple cleanup of the parts was not sufficient. I also used plastic rod and tubing for the driveshaft and other fabricated parts. This was by choice rather than need, as the kit provides adequate brass tubing and wire for those parts. 5. I decided to add steering gear to my model. I used the Alan "Katyusha" BM-13 Rocket Launcher kit as a reference for this. The linkages are made from brass rod and plastic strip. The joints are cut from plastic rod with small punched discs for the "bolts". 6. This view shows the pittman arm detail from the top. The headlights were difficult to fit evenly. I eventually cut off the pins and filled the locating holes and "eyeballed" the fit of the headlights. Holes were drilled into the light mounts to accept the crossbar. After a lot of cussing, the little buggers finally fit.





7. The steering wheel required a lot of sanding to get it looking good. There is no mention of the gear-shift or parking brake in the instructions but, locations for them are included on the kit floor. However, these are too close to the seat and need to be repositioned further forward. The parking brake is .010" plastic sheet and the gear shift a pin. The Alan kit came in handy for these details too. 8. I scratch built the crew steps according to a photo. The main stirrup is brass strip with the steps and supports made from strip plastic. I used foil from a cigarette wrapper for the non-skid surface on the steps. I also remade some of the detail on top of the tank, again according to photos. 9. The model was airbrushed with Tamiya XF-27 Black Green. This was followed by XF-26 Deep Green mixed with a little XF-13, sprayed only on the upper facing surfaces. Once this dried the model was washed with Humbrol Flat Black. Humbrol Matt 114 followed by Matt 159 were then drybrushed over this for highlights. A subsequent coat of "Future" floor polish was applied before adding the decals.

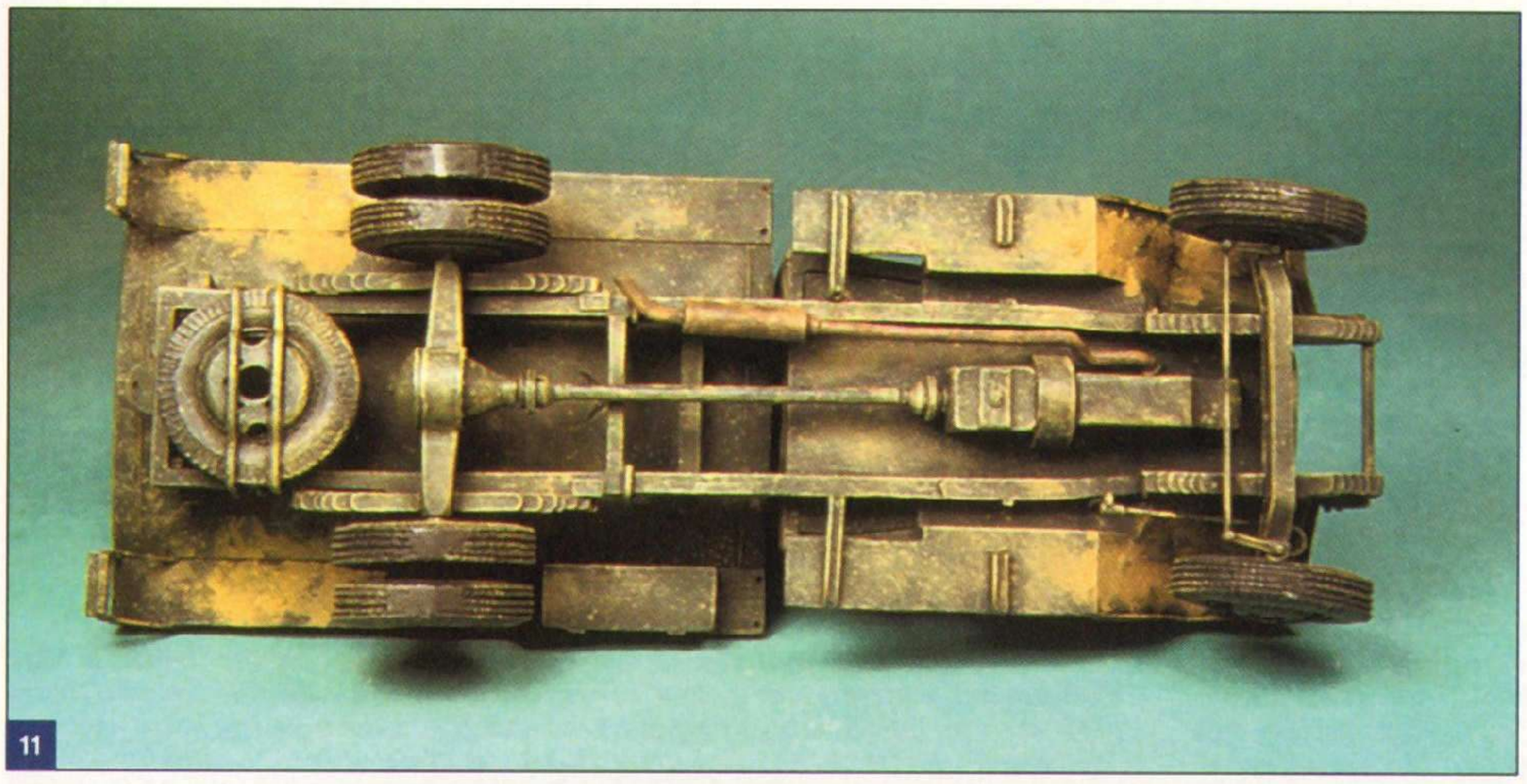
across the floor under its own power! COOL! Yeah right, as long as you ignored the ridiculous rubber band tracks and the weird non-prototypical holes and bulges needed to accommodate the motorized workings. Can you say: yucko?

Sometime after this, we were graced by a much more serious attempt by Bandai. These kits included extensive interior detailing. This is still a novelty among plastic kits today. The Bandai line was fairly extensive and most of the kits are still available today under the Frog/Fuman label. These kits are good, if not brilliant.

So, why would you be interested in doing kits in 1/48? Well, for one thing, this scale results in small yet still substantial models that don't take up much space on the display shelf. 1/72-1/76 scale is just too damn small for my taste. You need a microscope just to see the things! The other attraction is that there still aren't a lot of models available in this scale. Why would this be an attraction? Well, if you ever fancied scratchbuilding or conversions without buying an armload of aftermarket resin, plastic and photo-etch sets, then 1/48 still has a lot to offer. You will need to resort to good old fashioned modeling skills and ingenuity. There are no 'Kasten tracks or Aber photo-etch, you have to do all the little stuff yourself. Remember that?

But just because the scale is a little arcane, doesn't mean that you are operating without a net. Both Tarmac and Gasoline produce conversion sets, decals, accessories and figures to go with 1/48 models. There are also a few other companies getting in on the fun. If you fancy good, old fashioned modeling, then 1/48 scale still has a lot of uncharted territory. In other words, you don't have to resort to "Panzer '46" or drawing board designs to create a unique model. Who'd a thunk it?

10. The headlight lenses were made from the kit celluloid using a Waldron punch. Vertical lines were first scratched into the plastic with a fine saw blade. These had to be reduced in diameter by carefully sanding for a good fit. The lenses were then glued in place with clear epoxy glue. The knife-point shows the lens in place.



11

12

11. Pastel dust was added to Humbrol paint and stippled inside the fenders to represent dirt build-up. This same technique was used to "rust" the exhaust pipe. Heavy drybrushing was followed by mud spatters flicked on with an earth colored wash using an old toothbrush. 12. Here is the finished model against a scenic backdrop. Notice the split windshield. The "frame" was added to the lower pane by painting clear decal film, slicing it into a fine strip, then applying the decal to the edge of the window. I was not happy with the kit windshield wiper, so I replaced it with a new one made from fine plastic strip. The figure is from Warriors. I did some rebuilding to improve his anatomy and fit the parachute to the harness. Russian parachutes were permanently attached to the harness, so the figures must be modified to be correct. 13. The kit decals are of good quality, but required heavy applications of Solvaset and much prodding to get them to lie down. After the decals dried, the whole model was sprayed with Testor Dullcote. Final weathering included drybrushing with earth tone Humbrol paints and some more washes to simulate fuel spills on the tank. Paint chips and wear were added here and there, with Testor silver.

Let's Build One!

Many of the Gasoline and Tarmac kits include cast metal parts. Not so, with this kit. All the major parts are produced in resin. You also get a good decal sheet, celluloid (for the windows) and little bits of wire and brass tubing. Basically, everything you need to complete the model is in the box.

All of the resin parts have sprues which must be removed. Care must be exercised when removing these. I used flush cutting nippers to remove the bulk of the sprues. Then I trimmed the remainder off with an x-acto knife and sand paper. Many of the parts also have mold parting lines. In some cases these create a "step" along the seam. When this happens, it is often better to fill in the gap rather than trying to eradicate it by sanding or trimming. I used epoxy putty for this. It doesn't shrink and if you take a little care applying it, only a light sanding will be needed to smooth things out. Some of the parts also have small gaps and glue marks left over from the master patterns. These are untidy and drybrushing will only emphasize them. I spent a bit of time cleaning and filling these little flaws. It is time well spent, as it greatly improves the appearance of the finished model.

I didn't have much luck finding references for this model. I could only find a couple of partial photos of this vehicle and those differed from the kit in some details. I purchased an Alan 1/35 scale kit of the "Katyusha" BM-13 Rocket Launcher (which was based on the Zis truck) to use as a reference for detailing the model. It was a great help when I went to add the steering gear to my model.

The kit instructions are a bit lacking, but the model is basically pretty simple. Once the parts are cleaned up, assembly moves along fairly quickly. I still haven't worked out the exact configuration of the pumps on the side of the tank. Photos didn't show this detail at all. I also decided to do my own more fancy crew steps on the rear fenders. These were visible in my photo. I deliberately "tweaked" these new parts as the steps in the photo looked pretty beat up. The kit calls for simple "stirrup" steps made from wire, then has you glue them to the wrong end of the fenders! Whatever...

I used a couple of techniques culled from the aero-modeling fraternity to finish my model. The first was painting the model overall with "Future" floor polish before adding the decals. I had washed and drybrushed the model before spraying the polish on. It didn't show up too well, as you can see in the photos. But once the Future was on there, all my paint work popped out like Pamela Anderson's cleavage! What's more, the polish makes the finish virtually bulletproof during subsequent handling and washes. The kit decals are good quality but, they were a little reluctant to go down. The good glossy surface was a big help here. I had to hit the decals with some industrial strength Solvaset decal solvent and poked and prodded them with my fingers, toothpicks and an x-acto knife. But once I did this, they went down like a White House intern!

The second technique was using painted decal film to represent the frame on the lower pane of the driver's windshield. I just painted a bit of clear decal film with the same paint as the model, sliced this into narrow strips using a sharp knife and a straight edge, and applied them to the edge of the window as you would any other decal. No muss, no fuss, and you end up with a crisp, clean window frame! Trust me, any other technique would make this more difficult.

I had a lot of fun doing this little kit. I am also very happy with the finished model. It has a certain "primitive" charm that is common among Russkie vehicles. Olivier at Tarmac tells me that one of the next kits to be released will be a cargo version of the basic Zis-5 truck. This is also the vehicle utilized by the 37th Ukrainian Parachute Regiment... Holy Moley! I think I feel a diorama coming on!

—Mike Good

13

MMiR RECCE

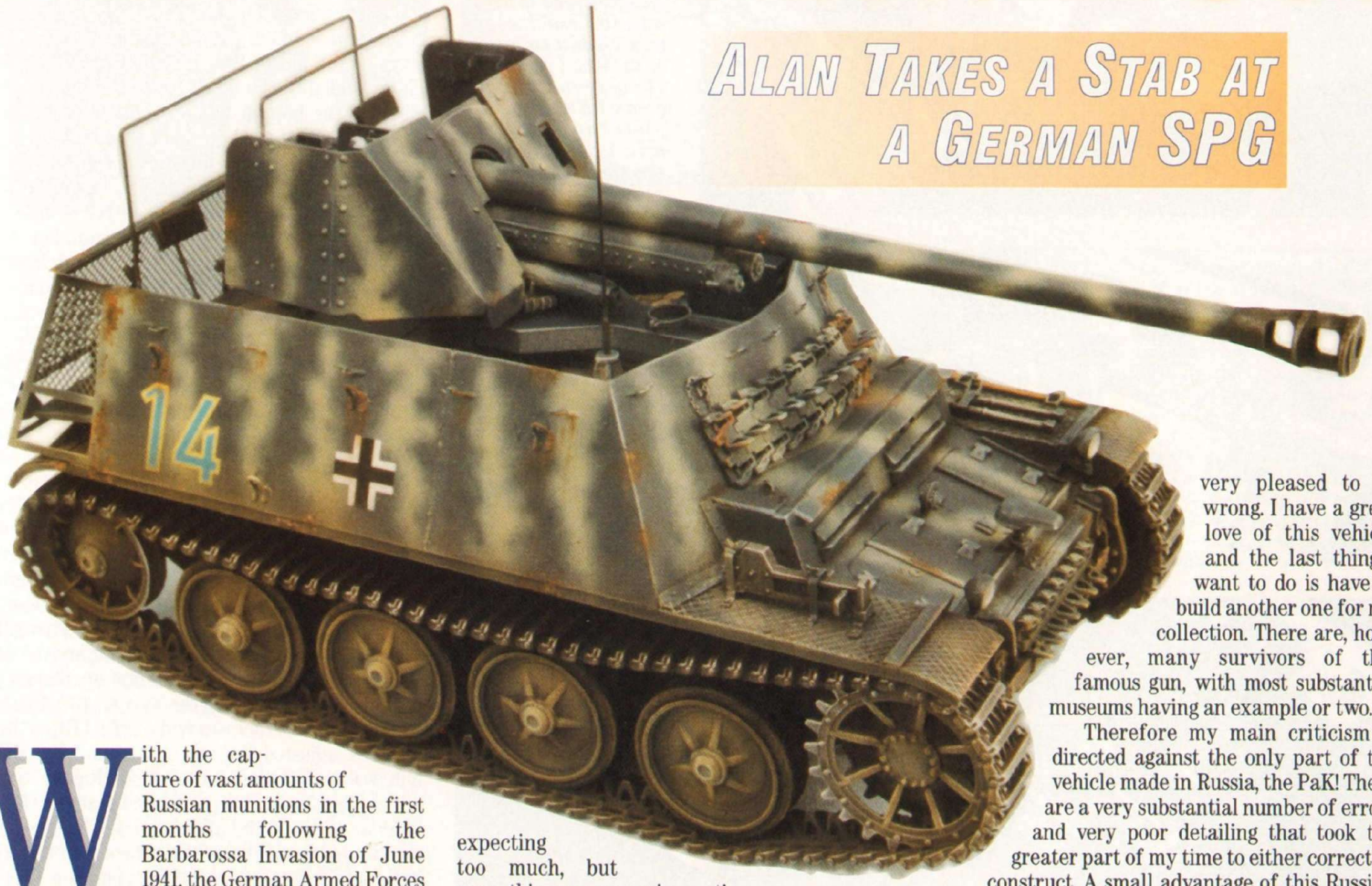
Tarmac Russian Zis-5 tanker. Kit number TAR 48016. Kit graciously provided by the manufacturer. Suggested retail price 219ff (around $32.00). This kit is not yet available from a U.S. source, but The Right Stuff Distributors stock some of the line. Checking with them periodically may be helpful. In the meantime, the owners of Tarmac/Gasoline have a respectable website which you can order from at www.quarter-kit.com. Other manufacturers reside there, too.

References

As I stated in the text, I had no real luck in finding good references on the Zis-5 truck, but purchasing any of the Zis-5 models now on the market is probably the cheapest and easiest alternative.

Marder Madness

Alan Takes a Stab at a German SPG



With the capture of vast amounts of Russian munitions in the first months following the Barbarossa Invasion of June 1941, the German Armed Forces realized that much of its own equipment was seriously deficient and obsolete. In particular, AFVs and especially anti-tank guns. Available immediately were thousands of the excellent 7.62cm PaK 36, together with the necessary ammunition. The German army was already in the process of building self-propelled anti-tank vehicles on their more obsolete battle tanks.

Alkett undertook this work on the PzKpfw II Ausf D/E following an order in December 1941. The original order of 150 units was completed by May 1942 and was followed by a further order of 60. A total of 201 are reported to have been completed. There were three versions of this vehicle, the early version, which had a mesh screen at the rear of the fighting compartment, and minor gun shield variations on the subsequent two. These vehicles were issued to Panzerjäger battalions of both Panzer and Panzer Grenadier Divisions of the Herre and Waffen SS. Used exclusively in the Russian theater of operations, it is highly probable that they may well have been encountered in the Western theater of operations.

The Kit.

It was some five years ago in Moscow that I first encountered an Alan Kit. This was their Wespe. It was also at this time that Tamiya released their version. Comparing detail, measurements and accuracy it was not hard to make the choice to construct the Tamiya version. I was delighted when I heard of Alan's release of the Marder II Ausf D/E. I was not very pleased to be wrong. I have a great love of this vehicle and the last thing I want to do is have to build another one for my collection. There are, however, many survivors of this famous gun, with most substantial museums having an example or two.

Therefore my main criticism is directed against the only part of the vehicle made in Russia, the PaK! There are a very substantial number of errors and very poor detailing that took the greater part of my time to either correct or construct. A small advantage of this Russian plastic is that it is very soft and easy to cut/work and glue. However, the bond between this plastic and others that will be used in super-detailing, etc., is sometimes tenuous. Lightly glued parts can sometimes easily separate.

Unfortunately, I received Eduard's new Marder II D set 35 266 after I had substantially detailed the front of the vehicle. Eduard's quality does not approach that of Aber's, but on this particular model it is virtually indispensable and also allows you to make the more interesting early version.

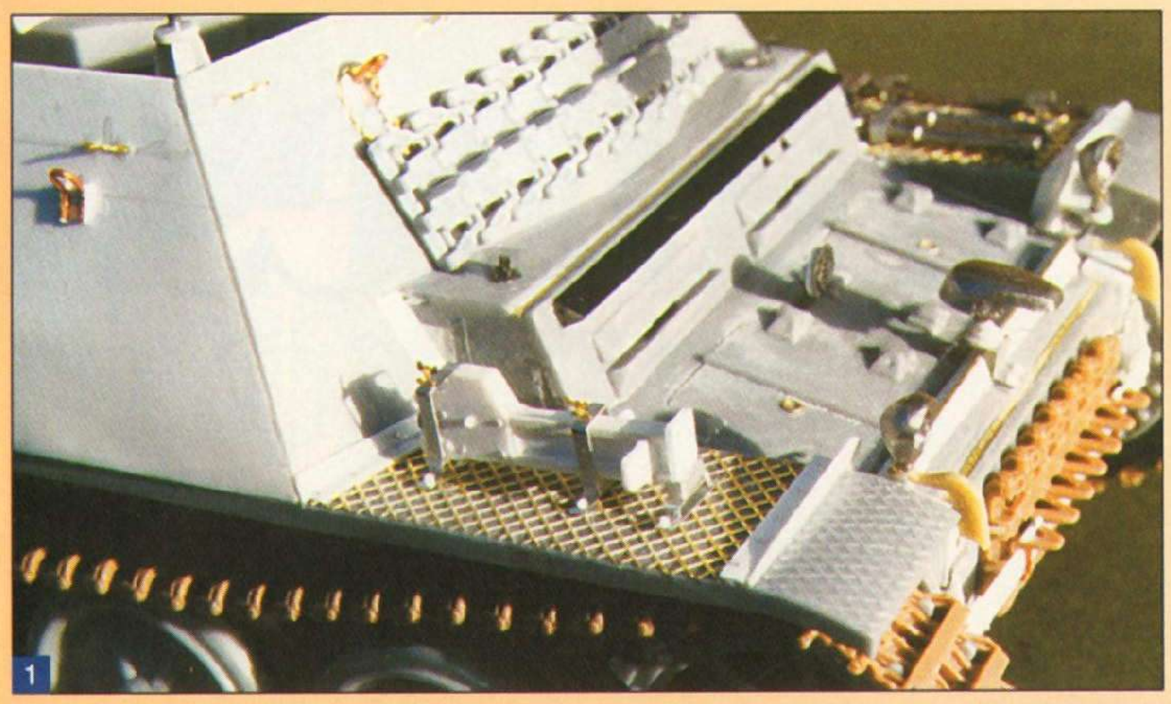
Step 1 (as per kit instructions)

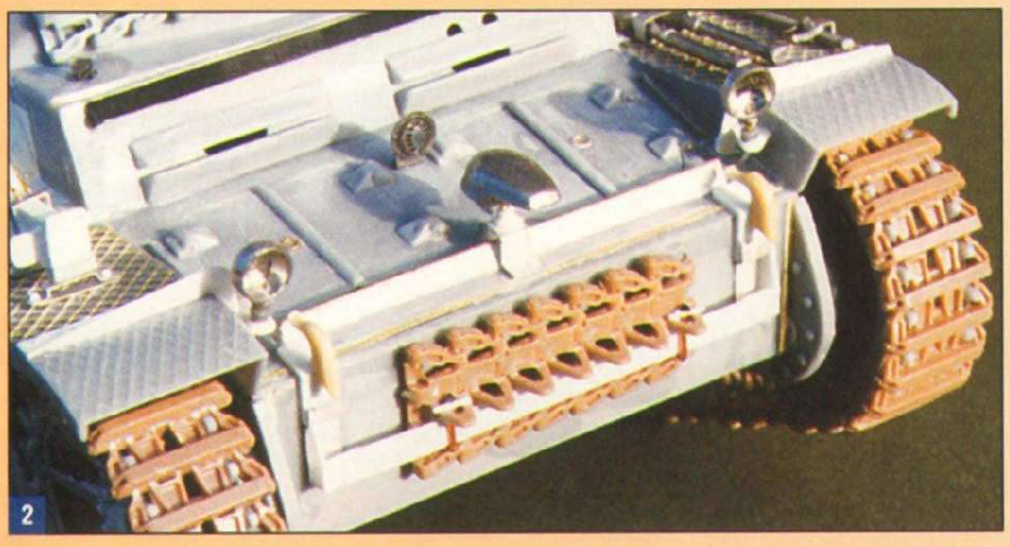
I removed all surface detail on the glacis plate. This included the base for the Notek light, bullet deflector angle and the horn base. The forward access hatches, parts A46-49 are a poor fit and require careful sanding around the rim as well as the overall thickness. When reducing the thickness of plastic by sanding, follow this simple procedure. After sanding in one direction for a few seconds, rotate 180º and repeat, turn 90º, sand, and finally to 180º. This should ensure that the object is uniformly reduced in thickness without irregularities in depth. This process is also needed for the rear engine hatches C13. I only noticed towards the end of the hull construction that the forward mudguard supports (i.e. those either side of the driver and radio operator position) need to be removed! This is not described in the text I believe a deliberate omission, as the kit would require considerable adjustment and new parts.

expecting too much, but even this was excessive optimism. The accuracy, of models is always fraught with conjecture. There are no terms of reference as to how to measure an AFV. For example, is the height of the vehicle to the turret top, or the cupola top, etc, etc? I am therefore fairly circumspect about claiming that this vehicle is accurate or otherwise. The length of the vehicle should be 5,650mm, whilst the model scales 5,530mm. The width is given as 2,300mm and the model 2,345mm. Finally, the height should be 2,600mm and the model is 2,590mm. All in all, the proportions are not excessively in error.

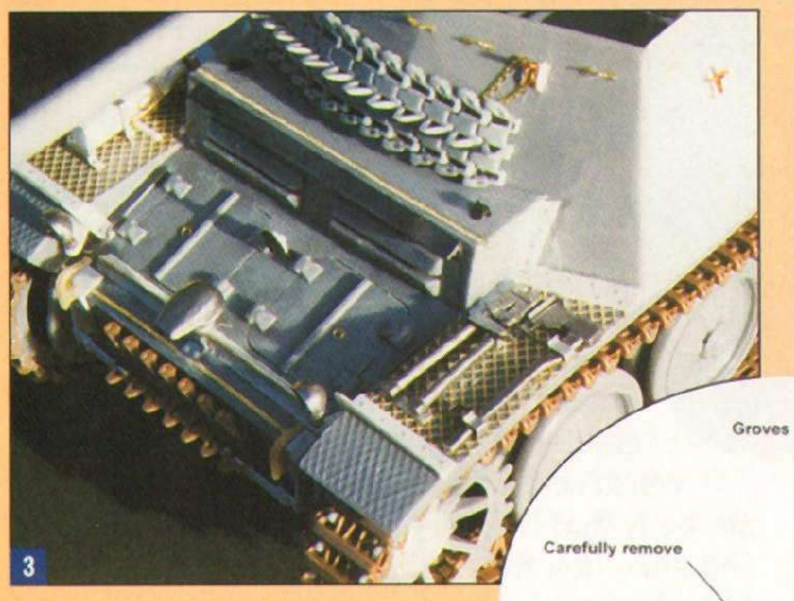
What is poor is the detail, crudity and inaccuracy of the parts. The injection molding technique is also poor, with built up stresses that frequently lead to the kit part breaking when one of the injection points is cut. Fit is frequently appalling, the gun cradle is an example. On the positive side, this is now the only manufacturer of the PzKpfw II Ausf D/E. It would have been possible some years ago to have used the resin kits of either Cromwell or Azimut to convert to this version. However, the same problem concerning reliable information that plagued modelers all those years ago still remains with us today. There are only three or four well-known photographs which allow us to look into the rear of the vehicle from a reasonable elevation.

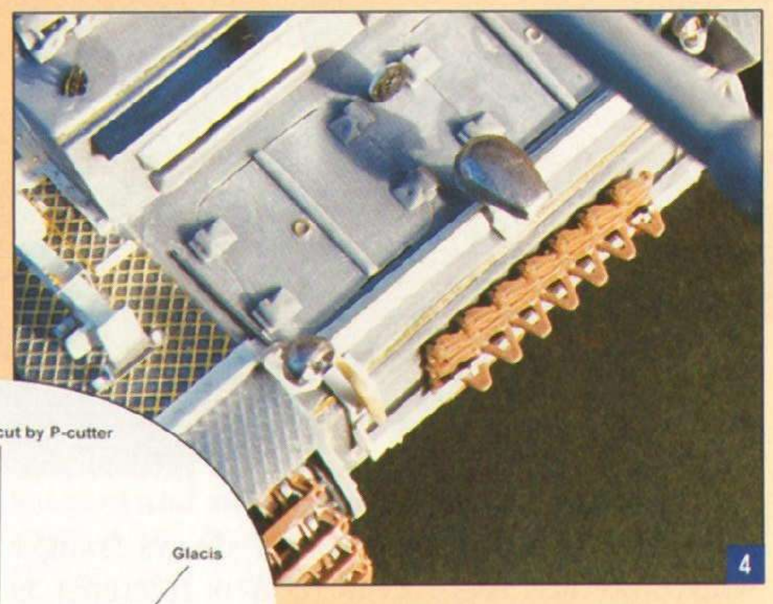
In theory, the Russians should have the information to accurately represent this vehicle, but looking at the ergonomics I seriously doubt that this model is based upon fact. However, I would be





Captions:
1-4. All of the surface detail was removed from the glacis plate. This included the base for the Notek light, the bullet deflector angle and the horn base. Both front fender brackets need to be relocated and the result was a marring of the tread pattern. The pattern was recreated with Aber mesh. Shots 3 and 4 illustrate well the use of the Aber weld beads. 5. Although I received it well into the process, Eduard's detailing set provided numerous details throughout. Here, the large rear mesh screen is shown as well as the rear fenders. The rear muffler deflector was made from printer's aluminum sheet and disks created with a punch & die set. The muffler shield is the etched copper item from the kit. 6. The fighting compartment. The Eduard cartridge ends seen in the ammunition bins were carefully sanded to remove the nickel silver coating and reveal their brass color.





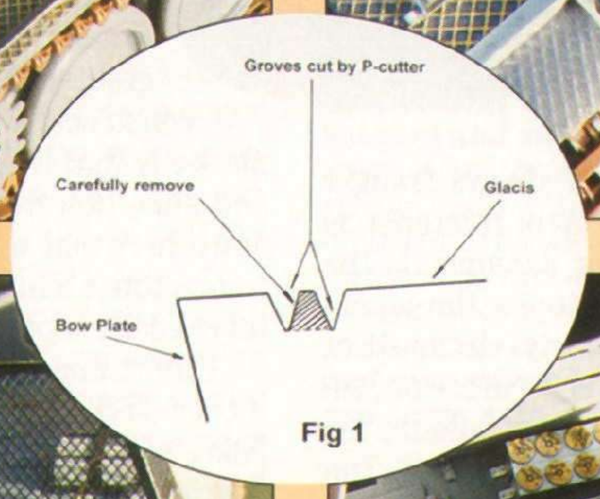
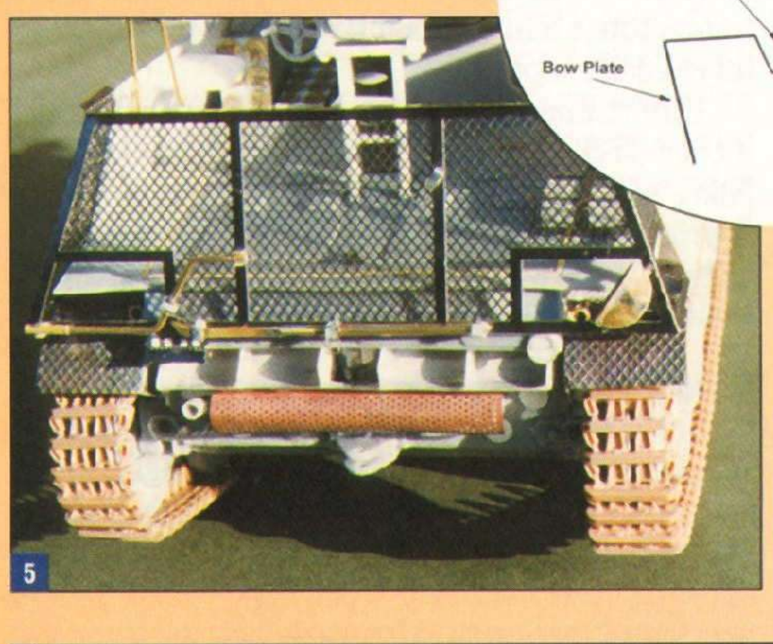
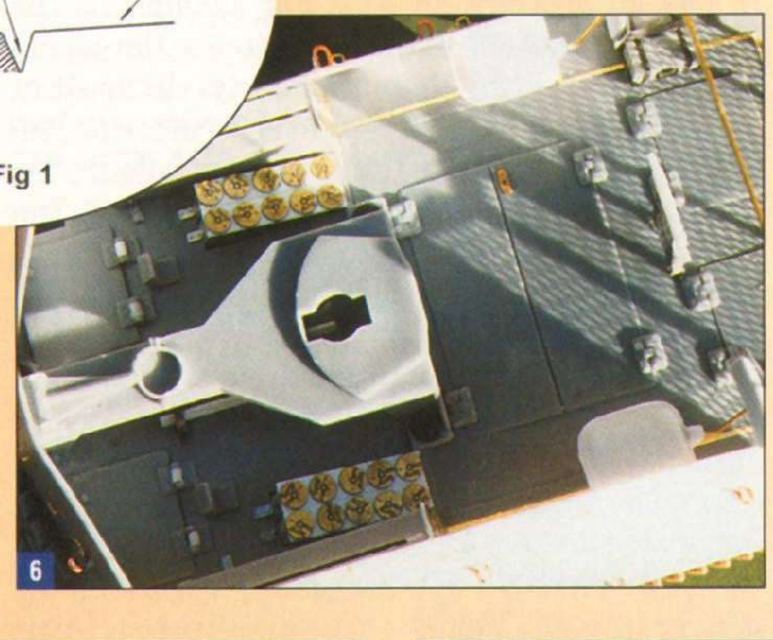
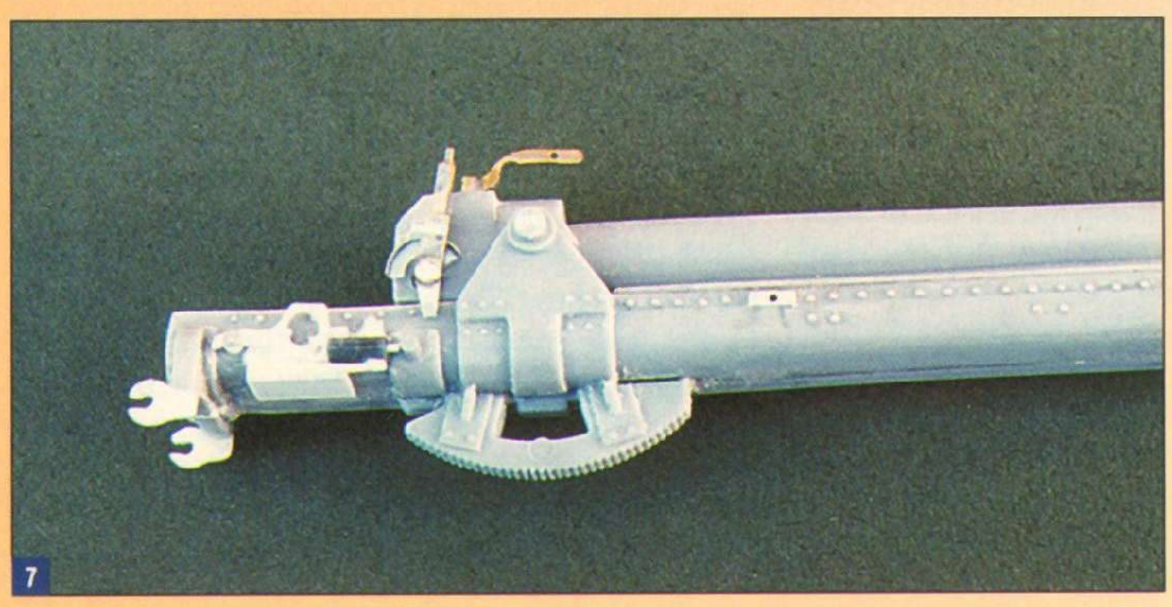
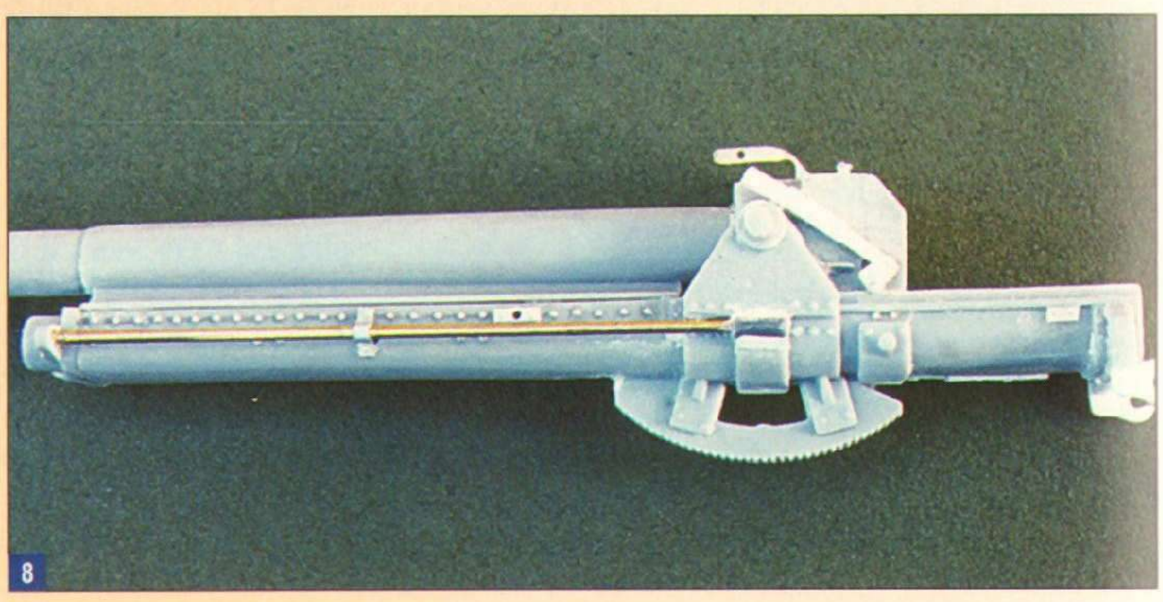


Fig 1









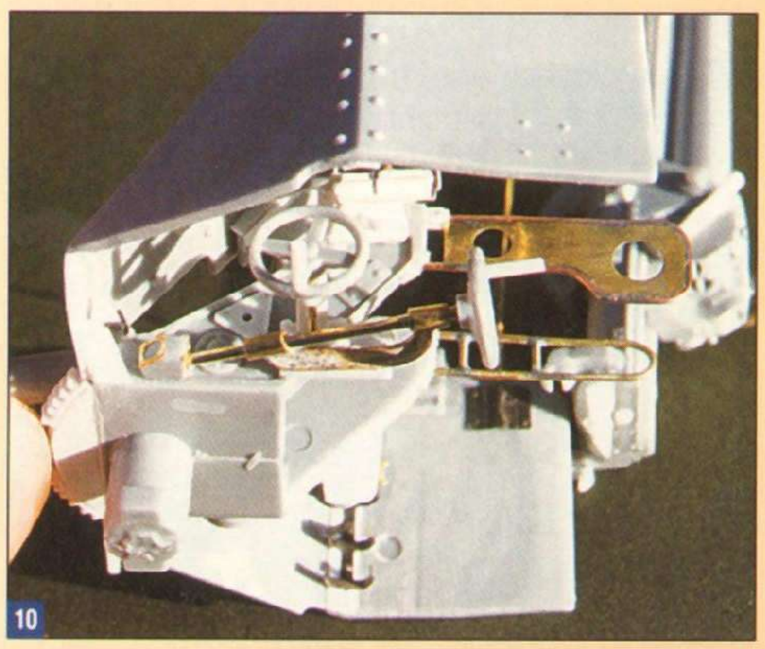
In removing the support with a fine chisel you end up with a strip of mudguard with no tread pattern. You are, therefore, required to remove the entire pattern up to the first mudguard support. I then used Aber's etched net set no S11. This I cut to size, and using copious quantities of plastic solvent, I then impressed the etched tread into the soft plastic. Another missing feature is the weld seam on the glacis/bow plate. The kit frequently uses beveled joints, which limits the engraving of detail onto parts of the model. The vehicle had a 30mm bow plate welded to the glacis. Once the hull top was glued to the bottom I cut a shallow groove 1mm from the face of the bow and 0.5mm wide. I used a P-cutter to scribe two lines 0.5mm apart. With a new surgical blade, remove the surplus plastic between these two recesses (see fig 1). Into this groove insert Aber's weld seam (number R06). Plastic solvent is quite sufficient to retain the etched seam in the groove. I would recommend Eduard's Marder etched set (as previously noted), which would eliminate much of my super-detailing in these steps. Finally, be careful when installing the torsion bars (C8). They are a very loose fit. After gluing one side, lay a straight edge under them, to ensure they are all level.

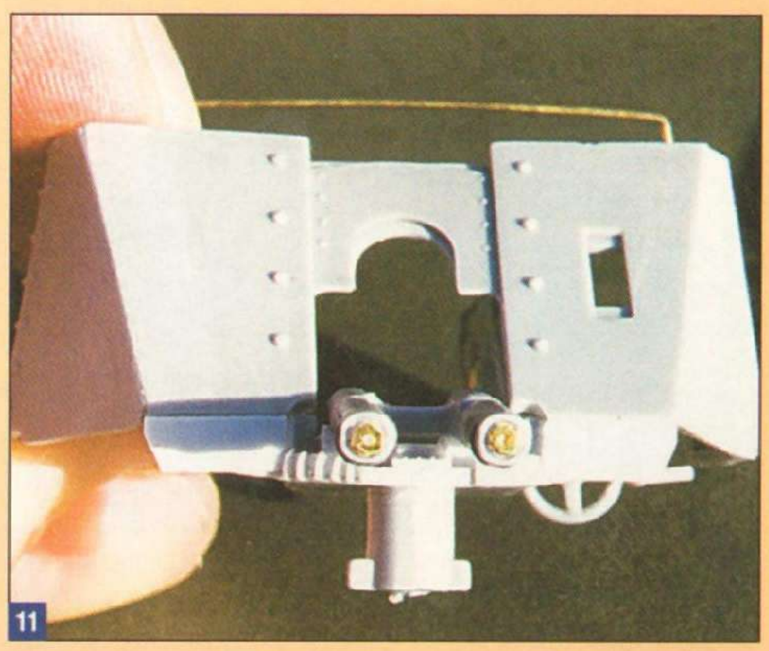
Step 2

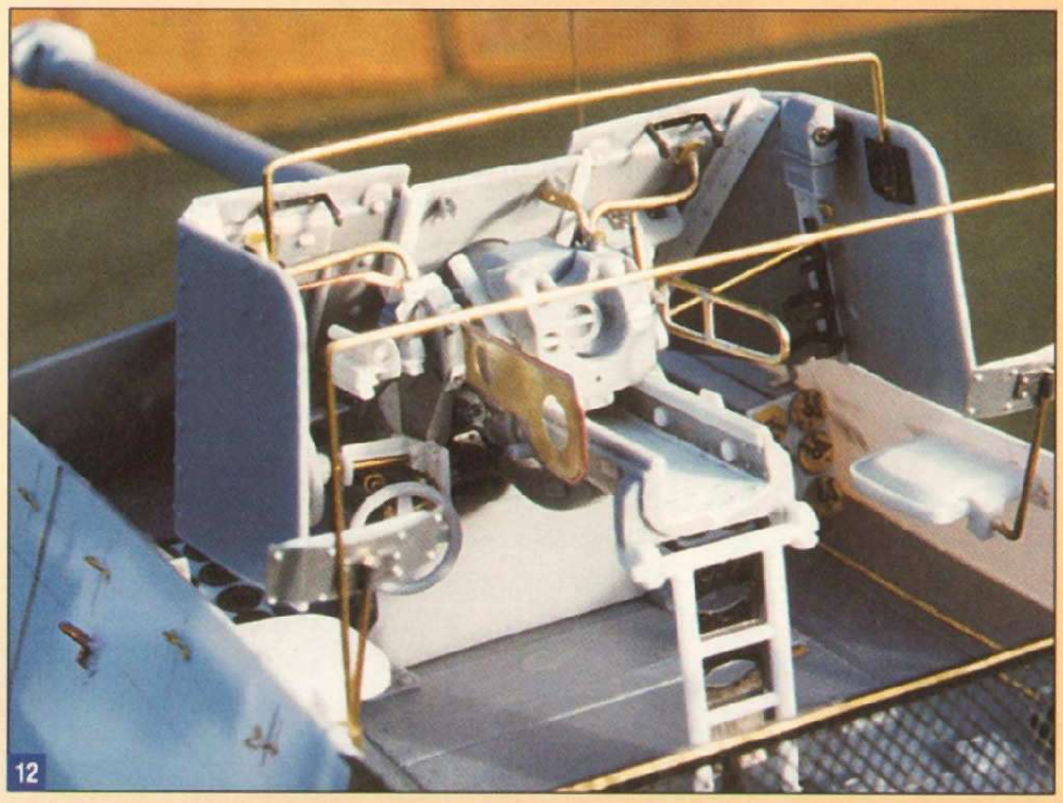
The running gear represents its own special problems. Surprisingly, the road wheels are better than ModelKasten's, with a more defined rim. Again, as with the torsion bars, there is too much latitude in the positioning of the wheels. Use the straight edge as described before, after gluing. The main problems with the running gear are the drive sprockets, whose teeth do not line up. Should you line up the teeth, then the two spokes that are meant to sit into recesses will not fit! I filled theses recesses, adjusted the two spokes and the center hub was re-detailed. I used ModelKasten tracks, which will fit this kit perfectly. I made sufficient links to go round the drive sprocket before gluing the two halves of the sprocket together. The track links pulled the teeth to the right position. Like the Panther, the PzKpfw II Ausf D/E had a distinct catenary (sag) of the tracks and this is easy to reproduce with individual track links.

Steps 3 & 4

Rear mudguards A 43 & 44 were replaced with Eduard's 2/3 and 23/24. Heating these will greatly assist the bending of the metal. The two rear lights supplied with the kit are crude beyond belief I replaced them with parts from my spares box. The rear muffler deflector (A37) was remade using printer's aluminum sheet and disks punched from Historex's Punch & Die set. These disks were then cut in two and superglued into position. You can either choose Alan's copper muffler shield or Eduard's, both are acceptable.







7-11. The trouble begins! Most of my efforts in detailing this kit were directed at the gun. Much of the breech detail was redone, including the cradle clamps and various improvement were made throughout. This sometimes meant completely new sub-assemblies as seen in shot 10. 12, 13. The finished, but unpainted, gun. All of my modifications are visible here, with styrene, brass and Eduard items all in evidence. 14, 15. The odyssey at an end. ModelKasten tracks were used and they fir quite well. Oddly, the kit's wheels were slightly better than those provided in the MK set.

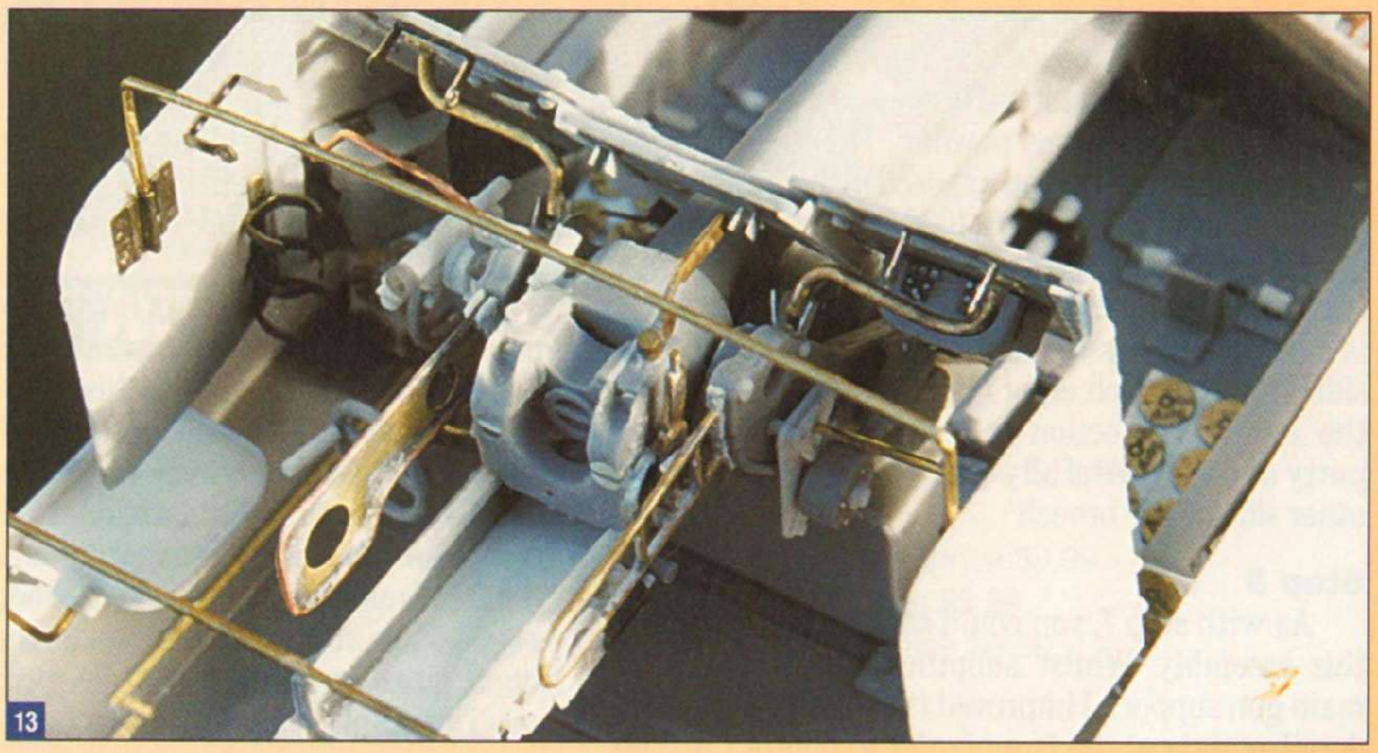
Step 5

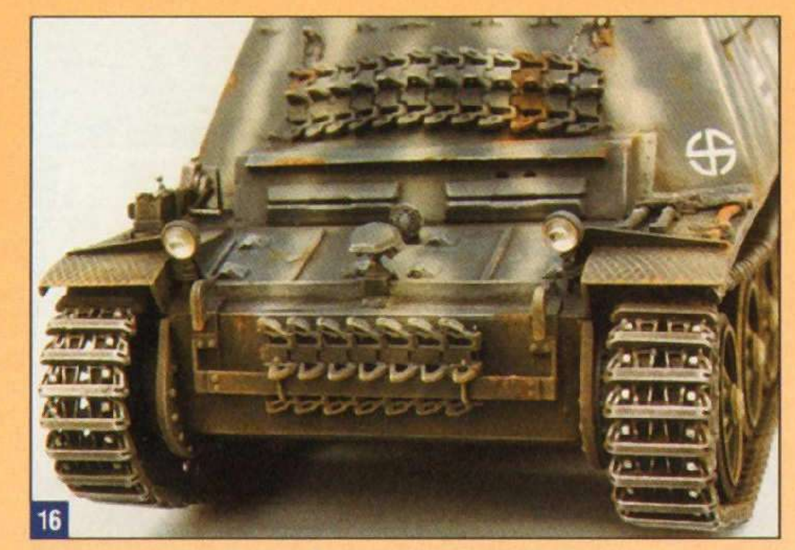
Not only was the whole of the upper superstructure distorted, but due to the flimsy packaging, broken in several places. This was not a major problem, as there was never a chance of me using it. I decided to use 0.7mm plasticard for the sidewalls, Alan's front plate and the Eduard rear mesh screen. I used the kit sidewall as templates and added a weld seam on the forward sidewall. This superstructure is supposed to sit on the new floor plate D2. For whatever reason, the rear of this floor is fish tailed in shape! This would have ensured that the superstructure would never have fit. Sand this to have parallel sides. Hatches D14 again need treatment to fit, but I had expected that by now. Do not install D11 and 13, the gun cradle clamp. Not only is clamp inaccurate and poorly detailed, but the gun cradle would not fit this clamp (the cradle and clamp are both wrong).

Step 6

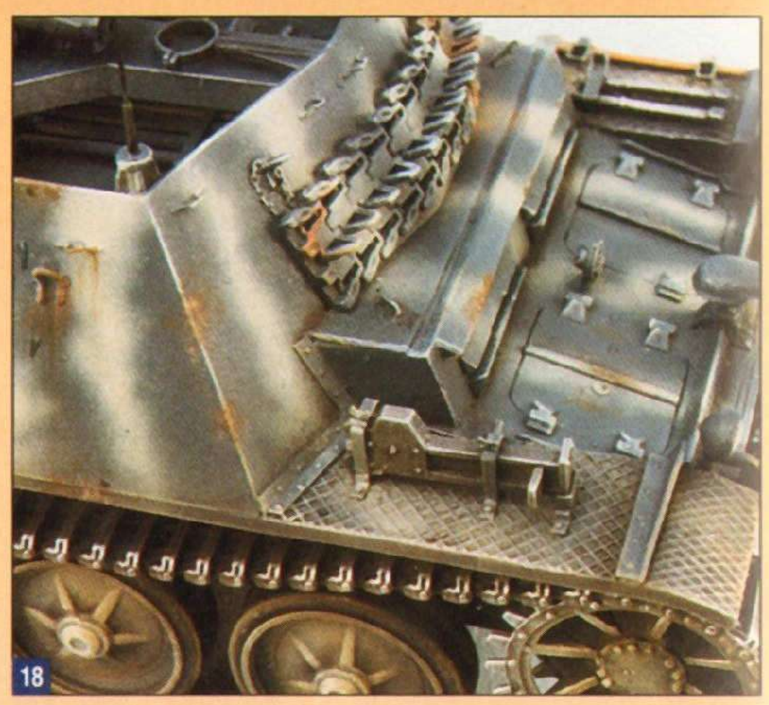
The location of the ammunition bins is, in my opinion, pure conjecture. In a combat situation the loader would have extreme difficulty in retrieving new rounds in the positions detailed in the kit. There is also an ambiguity in the instructions concerning the bins next to the sidewalls. Three glued together are illustrated, but only two (B33, 34) are described. There is, in fact, room for only two bins by the sidewalls. The Encyclopaedia of German Tanks states that 30 rounds were carried. A mild mathematician can see that with a total of eight bins this does not provide even numbers for the containers! Another ambiguity is that the two bins which hold five rounds (B35, 36) are shown in one illustration as having only three rounds and in another five! The Eduard etched set has the appearance of Nickel Silver and therefore the cartridge ends would be silver colored and accordingly useless.

Careful sanding with either P1200 gauge wet & dry or 0000 gauge steel wool will show that after a little careful abrasion the





16-18. MV lenses were added to the headlight casings, number LS17. Aber, again, provided the superb examples of small chain seen on the model.



ends of the cartridges are brass. I replaced all the ends of the plastic cartridges with the etched ends. They were glued in position with plastic solvent. Get into the habit of exact positioning with plastic solvent. This is more than adequate to provide a temporary solution whilst the detail is accurately positioned. Once in the final position, secure with superglue. I use ZAP CA by Pacer. This is really the very best super glue that I have come across, with all the capillary action of ultra thin plastic solvent. Both the seats and canvas tilt support were made from scratch, once again the crudity of the kit parts precluded their use.

Step 7

This is where the trouble begins! I can only suggest that careful perusal of the actual 7.62cm photographs is the best remedy. It would be true to say that the whole of the gun could (and should?) be remade. However, these days my time is very limited and I restricted myself to detailing the very worst parts of the kit. Without doubt, the very worst fit on the whole model is the underside of the gun cradle (B8, 9). It is only the inside of the last 15mm which is exposed. On the underside of the joint, I filled with copious (it needs it) quantities of superglue and baking powder. This was sanded with wet and dry. On the exposed inside rear of the cradle, I glued a piece of 5/1000 plasticard to give a good finish. The detail around the breech was largely remade. On the right hand face of breech, part B3 is a circular recess. This should be on the opposite side! How can such errors be tolerated? This is not the easiest correction to make. Fill with epoxy putty and very carefully drill a new recess into the other side of the breech.

Step 8

As with step 7, you could scratch build most of this assembly. Whilst adopting part B14, 15, the main gun support, I improved these with additional detail, mainly at the front (refer to photos). All the elevating, traversing mechanisms were remade using soldered brass. The kit's hand-wheels are in fact quite good. They just need longer handgrips. I kept the barrel and cradle separate from this assembly for subsequent ease of painting. This will necessitate the sanding down of the two locating pins found on B8 & 9. One of the major detail errors is the cradle clamps. These are attached at the very back of the cradle. I spent a lot of time hollowing out these two horns before discovering that they were totally the wrong shape! They need removing and substituting with an open eye arrangement, Easy enough to make, but should we have to?

Step 9 & 10

The gun shield section is quite straightforward. Parts B22 & 41 both suffer from excessive thickness but they are easily adjusted with careful sanding of the edges. I also remade the internal strengthening strips. Use the Eduard etched parts to improve the gun shield detail. At this stage, I glued the main gun carriage to the shield. I then remade, in brass, parts B29 from Step 8 and adjusted them till I achieved a good fit. The gun support base, D15, was glued into position.

Fortunately, there is sufficient room to subsequently fit the barrel and cradle through the shield assembly. You will need to do this a number of times before the model is placed on the shelf!

Having assembled everything, it was now time to return to the cradle clamp. Actually the measurement of the kit's are accurate enough, but discard D13. I made mine with plastic rod and Eduard's part 33. Base supports were made, the clamp positioned, glued and the gun cradle pushed into position. This allowed the clamp to be correctly positioned whilst the plastic cured.

Step 11

Discard D22 and Eduard's part 8; neither is acceptable. Make the superstructure foliage/stowage loops from copper, and recreate the weld seams in epoxy putty. The smaller loops are from Aber's set no 35 A59. The final construction required some work after painting and the cradle has been glued to the main carriage. This was the chains to the equalizers and the supports to the protective plate that moved up and down when the gun was elevated. The chains were from Aber's set No 35 A16, which gives a superb variety of chain sizes. After priming and air brushing the basic color scheme, I inserted two MV Products lens into the hollowed out headlights. Size LS17 fit perfectly. They were glued into place with Elmers white children's glue.

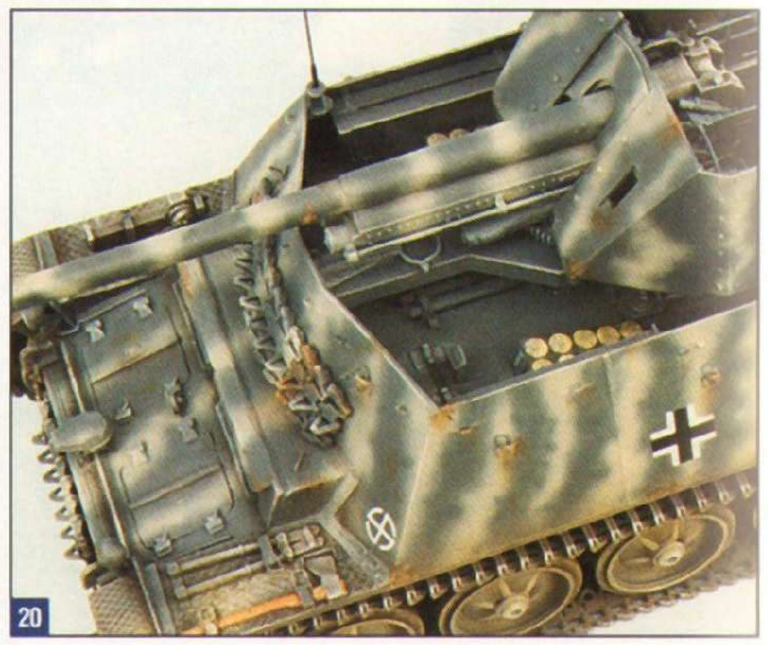
The construction of this model took nearly 80 hours, far too much!

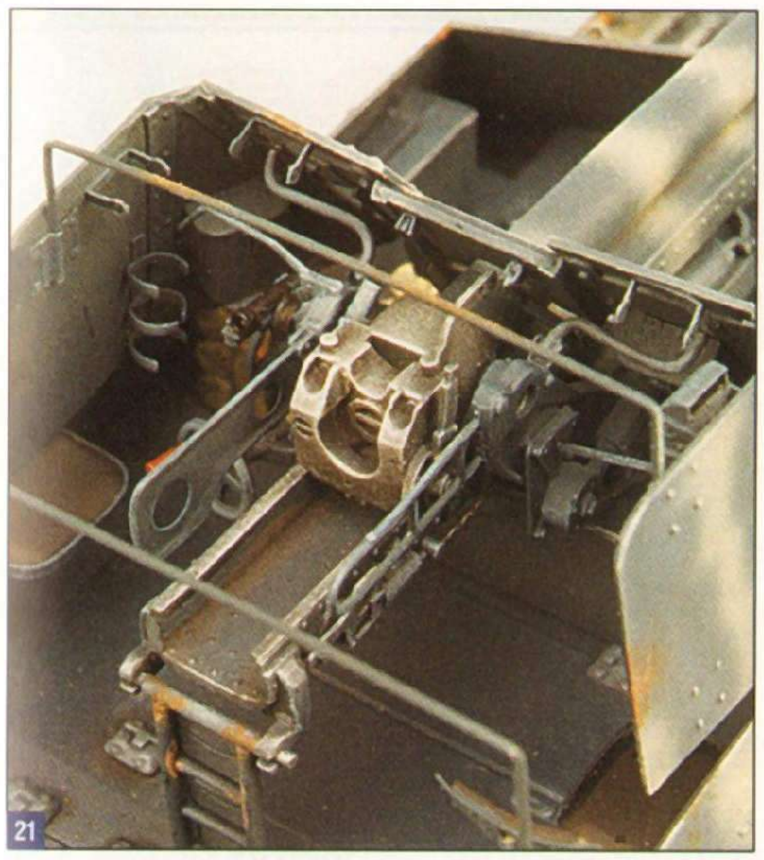
Painting

As usual, I gave the model a coat of automotive acrylic primer. This showed up a number of small imperfections, which needed correction before the first base finishing was applied 24 hours later. All these vehicles were completed by the summer of 1942 and therefore modelers are able to adopt any of the standard colors the German ground forces used.

It is highly likely that all vehicles leaving the factory would have been in the dark gray scheme. From February 1943 the three-color scheme, with dark yellow as the base, was adopted. Therefore anything goes! My own choice was for a dark gray base with dark yellow stripes. I used Tamiya standard acrylic colors for the basic scheme.

I finished off the camouflage scheme with a light overspray of acrylic gloss, just enough to turn the matte to satin. This tends to dull down after a few days, but still leaves a not matte finish. It was at this stage that I finally got round to trying out the Archer dry Prints. These new dry prints are the finest that have ever hit the market. Whilst acceptable mono-color prints are periodically available, i.e. MB Models, the ability to produce multi-color prints with correct registration had eluded the industry since inception. Archer are the first to produce sheets that are all perfect! They really are a delight to use, with excellent color intensity that is not diluted by the base color underneath the print.





erally played around until I was satisfied. The substructure was painted in my usual way of Humbrol dark earth and matte black. I dry brushed 24 hours later first with dark earth and then increasing quantities of dark yellow. The tracks were first dry brushed with oily steel and then with chrome silver on the edges.

Despite all the problems, I ended up very satisfied with the model. Never forget that the first aim of modeling is to achieve personal satisfaction and, therefore, if you are building straight from the box and you are happy with this, then ignore most of my criticisms and select only those parts of the article that may be of use. My special thanks to Jari Lievonen, Heiner Duske and Woody Vondracek, without their help this model would have been an even bigger nightmare.

—A.J. Greenland

19-21. The finished gun and superstructure. The cartridge ends were left their natural brass color. Note the metal color of the breech, obtained by drybrushing with oily steel enamel paint. 22. The excellent looking Eduard rear screen. 23. The markings are all from Archer Fine Transfers. Their registration is perfect and their color intensity is never affected by the base color. Highly recommended!

As an example, I used Archer sheet AR35038BLY which is composed of blue numerals with yellow outlines. There was no loss of color due to the dark gray background.

Normally, only two platoons of six vehicles were issued and, therefore, you are restricted to the use of either the numerals one or two for the first digit, and one to six for the second. Of course there are numerous exceptions! I also used Archer sheet AR35043, Balkenkreuz.

This was followed the next day with a strong sepia extra (oil color) wash to restricted areas. For example, the jack, breech-block, tools, etc. I mixed up a dark gray in oils and proceeded to dry brush the model. I commenced adding white to the basic gray color, which was only dry brushed on raised detail, increasing the quantities in the usual manner. The dark yellow strips were also dry brushed with, again, a self made dark yellow in oils. The breech and other natural metal finish areas were dry brushed with an oily steel enamel paint.

Finally, I sparsely dry brushed edges with Tamiya's chrome silver. I am trying to limit my rust effect and, therefore, I stippled a few corners, etc. with raw umber Chromacolour (any quick drying paint will do). I then mixed orange pastel chalk with Tamiya acrylic thinners and stippled over the previous paint. With a flat sable, I blended and gen-

MMiR RECCE

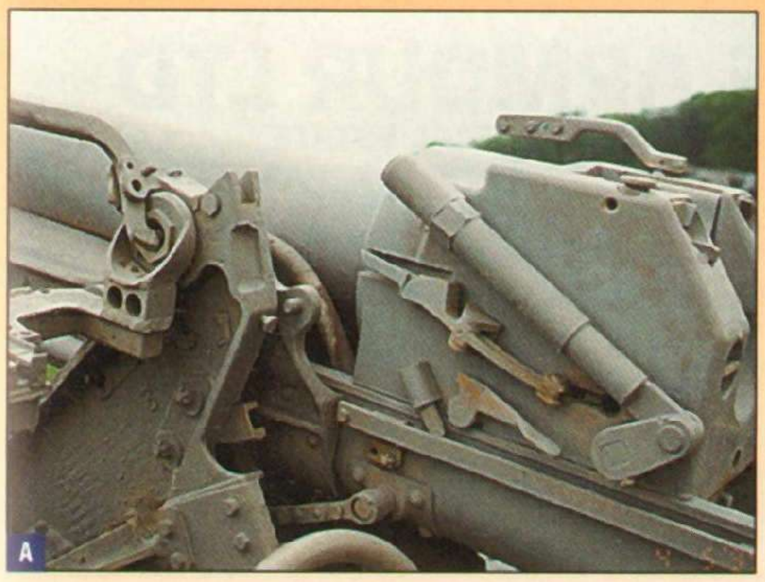
Alan Marder II D. Kit number 011. Suggested U.S. retail price $24.98.
Eduard Marder II detail set. Kit number 35266. Suggested U.S. retail price $19.99.
Aber Chains. Kit number 35A16. Suggested U.S. retail price $9.99.
Aber 45 Large Square Mesh. Kit number S11. Suggested U.S. retail price $9.99.
Aber Tie down cleats. Kit number 35A59. Suggested U.S. retail price $9.99.
Aber Narrow weld seams. Kit number R06. Suggested U.S. retail price $5.99.

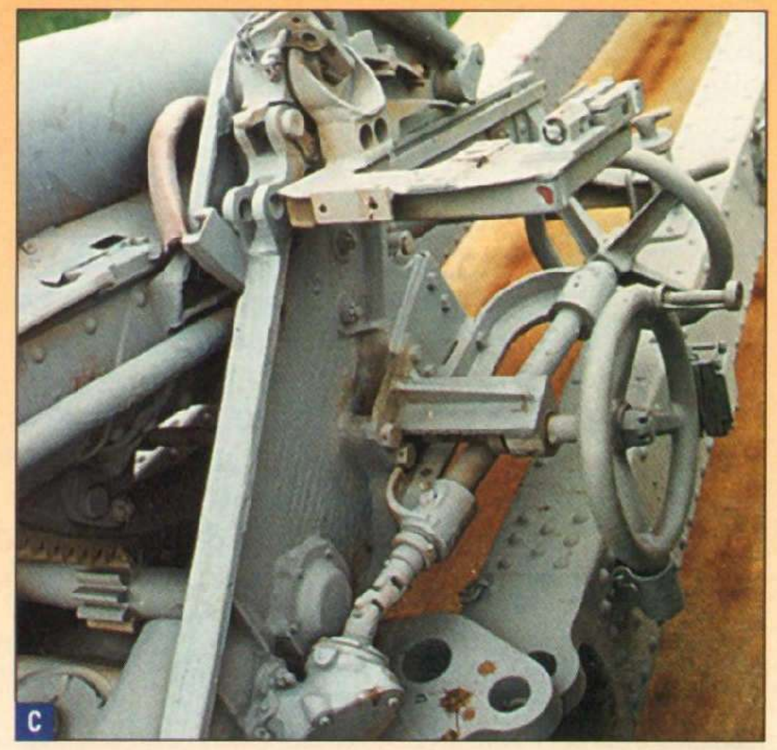
References

Marder II, number 65 by Wydawnictwo Militaria 1998.
STURM & DRANG- No. 6 Panzerjäger, Delta Publications, Tank Magazine Special, November 1993.

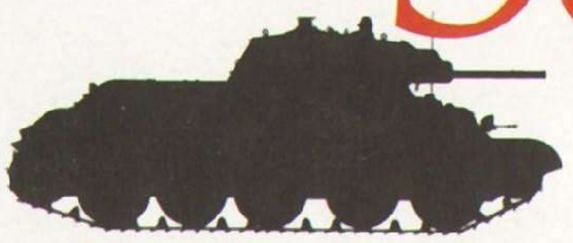
The Real Deal

A-C. Three detail shots of the Russian PaK from my personal collection. Essential for anyone attempting to correct the Alan kit!

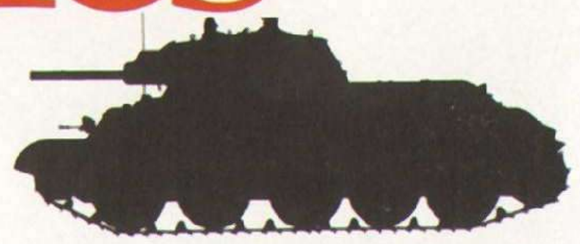




S&J Hobbies



MAIL ORDER



Discounted:

Aber Photo Etch
Academy/Minicraft
Accurate Armour
Accurate Miniatures
ADV/Azimut
AFV Club
Chesapeake
Gulf Stream
Gunze Sangyo
Cavalier Zimmerit
Collectors Brass
Commander Series
Cornerstone Models
Cromwell Models
Curbside Dioramics
Custom Dioramics
DES Kits
Dragon Models Ltd.
Eduard
ESCI
Friulmodellismo
Fujimi
Hasegawa
Heller
Hornet
Hudson and Allen
ICM
Italeri
Jaguar
Kirin
Model Cellar
ModelKasten
New Connection
Pegaso Models
Pro Models 1/15 armor
PSP Maquettes
Resi-cast
Revell/Monogram
Royal Models
Jim Shirley Prod.
Soldiers Figure Kits
Sovereign Models
Stencilit
Tamiya
Tank Workshop
Testors
Vallejo Model Colors
Verlinden
VM/Maquette
Warriors
Wolf
Yanks Miniatures

S&J is the exclusive U.S. distributor of Present Arms 1/4 scale weapons

Plus over 80 other product lines... and out of production kits and catalogs.

I will buy your unwanted kits, large or small collections.

Books and Magazines

Concord • Hobby Japan • Ground Power • Model Art • Model Graphix
J.J. Fedorowicz • Osprey Publications • Ryton Publications • MMiR/Special Issues
Armour Modelling • Tank Magazine Specials • All current catalogs

TELEPHONE/FAX

718-979-0882

Gene Bagnoli
332 Lincoln Avenue • Staten Island, NY 10306
E-mail us at EBAGNOLI@aol.com
Phone Hours: 9:00am to 10:30 am & 3:30pm to 10:30pm EST

Accurate Armour

www.accurate-armour.com

'Allied Armor'

The UK's largest and most original range of multi-media models is available by direct mail order. You can even order on-line via our web site secure server. We also now distribute directly from Scotland to selected shops in the USA. Just give them a call! Dealer inquiries welcome.

ACCURATE ARMOUR LTD

UNITS 15-16 KINGSTON INDUSTRIAL ESTATE,
PORT GLASGOW, INVERCLYDE, SCOTLAND, UK, PA14 5DG
TELEPHONE: 44-1475-743-955 • FAX: 44-1475-743-746
e-mail: enquiries@accurate-armour.com
WEB SITE www.accurate-armour.com

M&M Models (708) 423-7202
The Red Lancers (570) 742-8118
R&J Enterprises (360) 796-3828
S&J Hobbies (718) 979-0882
Ordance Depot (877) 899-1385

Johns Discount Hobbies (619) 513-8358
Old Guard Hobbies (810) 977-3969
Coplar Hobbies (303) 341-0414
Empire Models (802) 888-4948
Model Emporium (619) 447-6662
Great Models Webstore (801) 474-1102

Nasty Mauserwagen

Converting the DML roadster into an SPW with a punch

The leichter Schützenpanzerwagen (light armored personnel carrier), or le. SPW for short, was one of the most versatile vehicles used by German units. More than 10 specialized versions were produced in significant numbers until August 1944. However, there were some lesser known creations which emerged from different field workshops. I want to tell the story of a variant called "Mauserwagen."

History

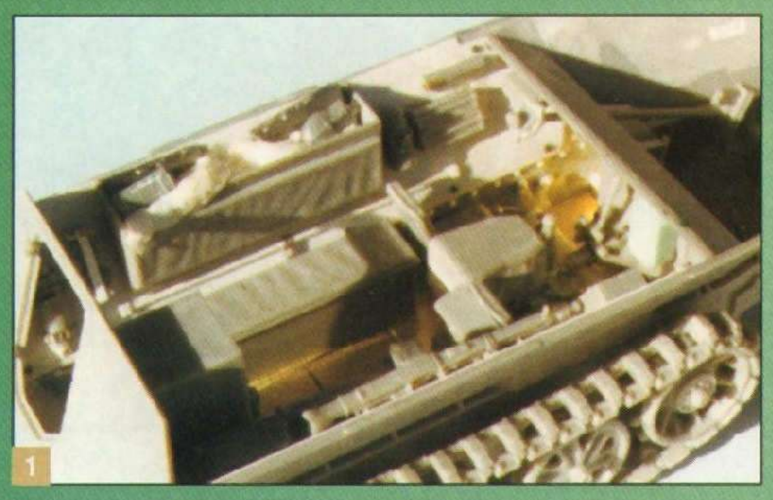
The Sdkfz. 250 was developed following the demand for an armored and highly mobile transport and combat vehicle able to carry a fully equipped half group. Thus the light SPW represented a parallel development to the medium SPW, which it was intended to complement. Before production of the light SPW started, a number of specialized vehicles (armored ammo carrier SdKfz 252 and armored observation vehicle SdKfz. 253) for the assault artillery were issued, basing on the SdKfz. 250 design. It was not until 1941 that larger numbers of light SPW's were issued to the reconnaissance battalions of the tank and armored infantry divisions. In 1943, the basic design was improved, resulting in a much cleaner shape with simpler shaped armor plates. This version was called "Neue Art," or new version.

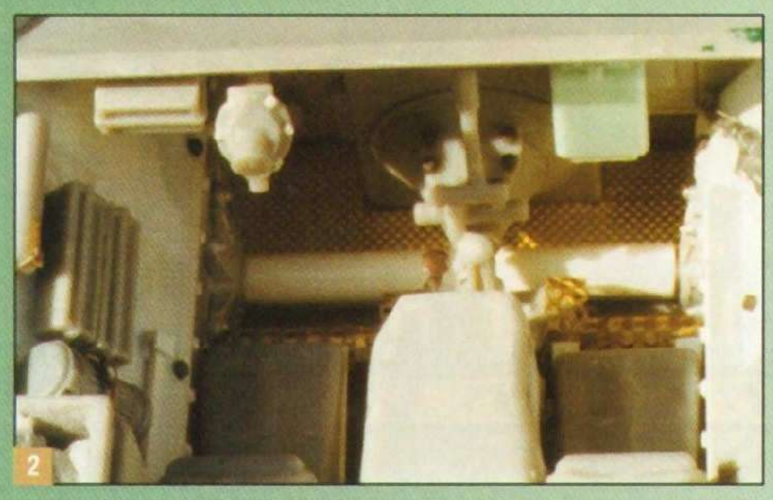
The light SPW allowed mobile combat of armored infantry in very small groups. When compared with the SdKfz. 251, a wider spectrum could be covered due to the greater number of vehicles per company. Today, however, the decision to produce two vehicles of such similar design must be called into question. German industry was not able to produce the large numbers demanded. A restriction to the medium SPW would have been wiser. Smaller variants such as ammo carriers and observation vehicles would certainly have been possible, based on this vehicle. For these reasons, production of the light SPW was cancelled in mid 1944.

Speaking with veterans, these old soldiers still praise their vehicles. The transport function was felt as essential. The protection given by the armor was, of course, important when approaching the front. In this context, it is most interesting that veterans do not speak of just any SPW, but of their own Schützenpanzerwagen. This because the SPW served as their mobile home, the troops slept and ate in it, they cleaned their weapons and found shelter against bad weather.

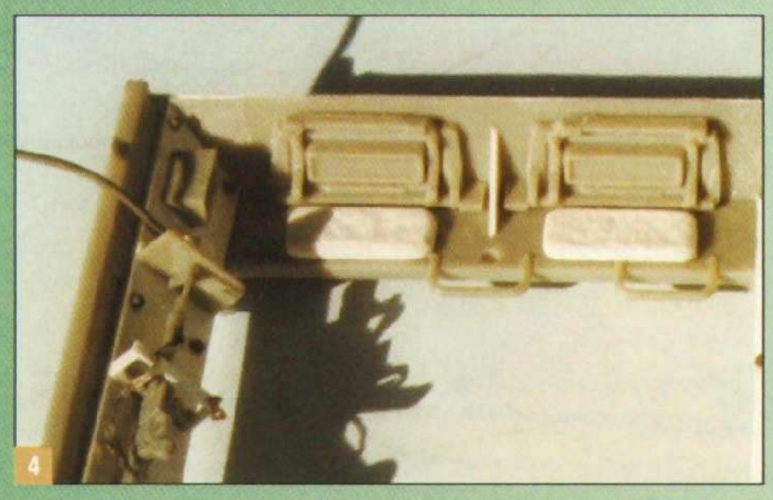
The light SPW was very versatile. As a weapons platform it could carry machine guns, which were important support weapons. Other variants carried 2 cm and 3.7 cm guns and even the short barreled 7.5 cm tank gun. Other specialized versions allowed construction of telephone lines, carried ammunition or commanding officers plus staff and wireless equipment. All this was under armor protection. The le. SPW was driven by a 100 PS engine, which allowed a top speed of 60 km/h. This was enough, but acceleration was considered too weak. Cross-country mobility was satisfying, but in heavy terrain the missing front drive was a liability. The 14.5 mm armor could defeat any small arms fire, however, heavy machine guns and anti-tank rifles could easily punch holes in it.

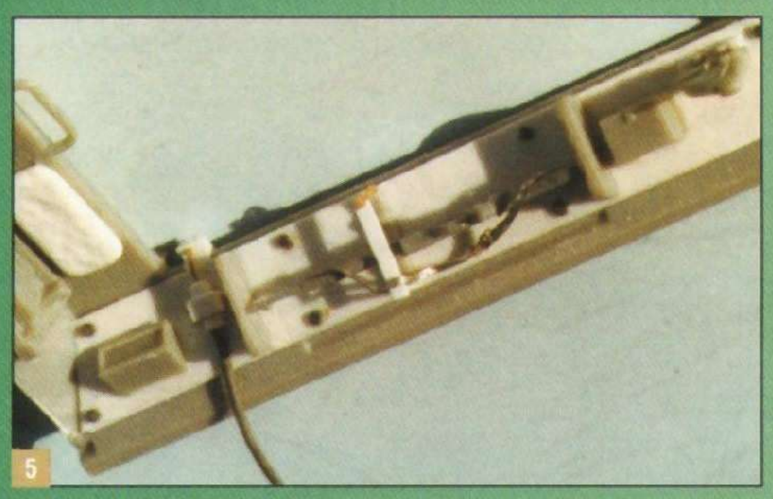
But now I want to concentrate on my model, the Mauserwagen. During the turn of the year 1944/45, Pz.Aufkl.Lehr.Abt 130 of Panzerlehrdivision was in the middle of heavy defensive combat. Because of heavy allied air raids, supply came through only from time to time. The fuel situation was especially bad, making it the main objective of the Ardennes offensive. In this situation 2 cm Flak 38 in improvised field carriages were delivered. These simple guns, designed as heavy anti tank rifles, were only makeshift solutions. The Mauser guns were mounted on a simple split carriage, tiny metal wheels allowed towing by one or two troopers. Spare ammo cartridges were carried on both sides of the barrel. An armor shield was not fitted, since the gun had a fire height of only 30 cm. The 2 cm machine gun was fitted with a shoulder pad and the gunner sat or laid behind the gun. All elevation and traverse was done manually. Aiming was done along the length of the barrel, a telescope was not provided.

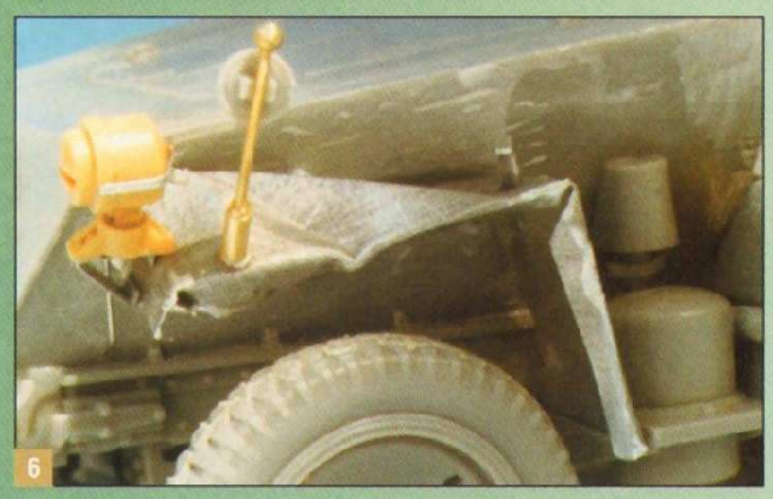

1


2

3


4


5


6

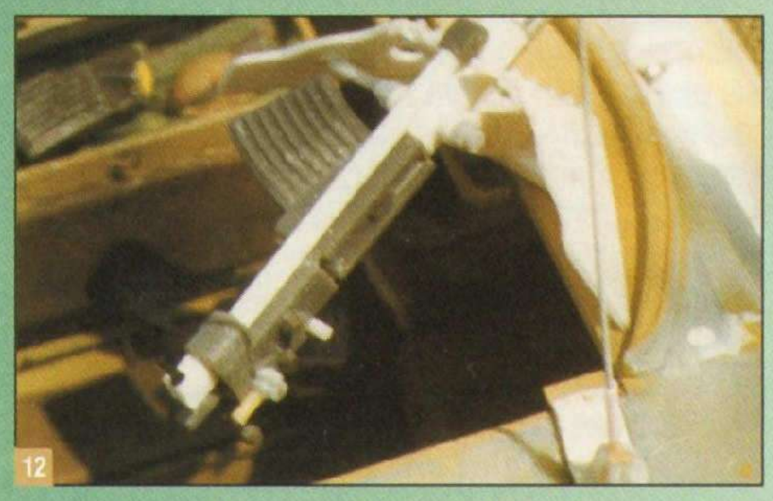
7

8

9

10

11


12

13

Accuracy was probably poor, hits over distances farther than 200 meters were seldom. Rapid fire was forbidden, since the barrel tended to move out after every shot. For a mechanized unit like the Panzerlehrdivision, these weapons were not suitable, since they were too small to be towed by lorries. For this reason, some of the makeshift Pak´s were mounted on light SPWs. A veteran of the workshop of 1./130 remembers: "We simply mounted the original carriage on the existing mount for the MG 42. We used both versions of the half-track based on availability. There was no further touching up. To offer some armor protection, we cut little shields from the side armor of derelict Hanomags. We called the gadget 'Mauserwagen'"...

Apart from a test firing, the veteran has no information regarding further combat. One Mauserwagen apparently was involved in destroying an M18 Hellcat. Other photographic evidence of the conversion is known (see Recce for one example), but combat anecdotes are sparse.

Seen from the point of combat, the use of large caliber machine guns makes sense. In difficult situations both soft-skinned and lightly armored vehicles can be defeated. The German SdKfz. 250 and 251 marked the beginning of a long and successful development. Today most APC´s and AIFV´s are armed with heavy machine gun from 12.7 mm to 35 mm, the latter being potent weapons to engage even MBT´s.

The model

The conversion of the SdKfz. 250/1 to a Mauserwagen is not that difficult. The kit itself, although of good quality, leaves a lot to do for the passionate modeler. Many details can, or should be improved. The interior, especially, of this "mobile soldiers tent" needs a lot of additional equipment and private gear.

I started with gluing the bottom chassis. Here some caution is advisable, as these parts tended to warp. I secured everything with tape. When the glue had set the engine separation plate was inserted. Now the time consuming work started, as I improved most parts of the interior. So, the bottom tread plates were exchanged for dot pattern photo-

1. A view of the interior during construction. Note the variety of materials used. 2. The driver's compartment was heavily improved. 3. A further view to the interior showing the added Aber plates. 4. The upper part of the body was improved as well. Head pads were formed from Miliput. 5. Inner hull plates were added from sheet styrene. 6. The damaged fender made from sheet foil. The Bosch headlamp was added. 7. The interior after being painted. 8. A view to the rear, showing the large stowage locker. 9. The 2 cm Flak in field carriage. The armor shield was made from .25 mm plastic. Note the more usual antenna mount. 10. The upper body with all its completed interior details. 11, 12. The Tamiya 2 cm gun was completely refurbished. The barrel was taken from Jordi Rubio. 13. The finished Mauserwagen prior to painting. All the added details are visible including the weld beads, foil fender, rear door, 2cm gun and the slightly modified drive sprockets.

14

15

16

17

18

19

20

etched material from Aber. While the transmission box is pretty good, the lateral drive and equalization shafts had to be reworked. I added some heat protective covering, also taken from PE material. Both the driver's and co-driver's seats were mounted on improved brackets.. Like with the SdKfz. 251, all internal equipment was not mounted on the side armor, but on lining plates. The size of these plates corresponded with the visible lateral armor. I cut these parts from .25 mm plastic and glued them to place. Some screw heads were added for further detail. Now all parts of the 250/1 equipment were added. Again, I improved many parts. The radio set was completely refurbished. I added a transformer and an antenna amplifier and all components were connected with wiring. I did not use the model's antenna mount. Although this roof mount could be seen with some SPWs, the standard movable mount as used with any open top German AFV appeared to be more appropriate. Beside all official parts the SPWs were filled with a lot of private gear, the modeler should never forget this. Extra fuel cans, bottles, tarpaulins, umbrellas—anything was possible. The upper part of the chassis was improved in the same manner. The linings, 2 parts, were glued on .25 mm spacer stripes. This way it was possible to insert a plastic strip for the vehicle tarpaulin. The old fashioned 98 K carbines were exchanged for Sturmgewehr 44 assault rifles.

Now the interior was air brushed in dark yellow (Humbrol 93). When this color had set, I painted all details including weathering and traces of wear. I like using contrast coloring, so my fire extinguishers are always red (a fact I can prove). Then the upper chassis was glued to the lower part. All color was removed from the areas to receive glue. I used masking tape wherever possible.

The complete running gear was assembled. Although of good quality, I exchanged the frontal fenders for custom-made parts. I chose thin metal foil (not too soft, not too thick) which I bent around the original parts. Chucked into a vise, I was able to damage the parts to achieve maximum realism. All tools were added then, the Bosch headlamp was added later. A lot of nuts and screw heads had to be glued to the side armor and the rear, I made these using the ubiquitous Historex Punch and Die Set.

Flak attack

The conversion of Tamiya's 2 cm Flak 38 barrel required a good portion of imagination. I of course tried to super detail the weapon itself according to wartime photos. Furthermore, I exchanged the barrel for a Jordi Rubio turned piece. The exact shape and dimensions of the field mount and the gun shield had to be approximated. A shoulder rest was not used. The complete weapon was subsequently fixed to the SPW.

The color finish was applied in four steps. The complete vehicle was air brushed in dark yellow, with thin stripes of dark green (H 30) and dark brown (H 160). The tactical markings were dry transfers. I added three German crosses, a four-digit vehicle number and the typical unit markings of Pz.Aufkl.Lehr.Abt. 130, an old fashioned letter "L" in a white rhomboid.

To create an almost worn off winter camouflage, I applied powdered white pastel chalk with a wet brush. When dried, these inaccurate blotches were "brushed off" with a dry brush. When the desired degree of remaining winter white was reached, I switched over to a small brush. I then wiped the white chalk with very little water, resulting in a winter camouflage almost worn off by rain. Now rust stains and the typical weathering effect were added using artist's oil paints. Finally, I carefully soaked the complete kit with heavily thinned black oil enamel.

The mud around the running gear was applied using Pastel chalk powder again. It is amazing how easily this method works. And although nobody would be able to remove the pastel chalk completely, it is much simpler to handle than normal paint.

—Thomas Anderson

14. The painted model. I added spare tracks to the rear. The new rear door was made from .5 mm plastic. 15, 16. The tactical and unit markings make a kit more interesting. 17, 18. The gun was painted in metal color and then drybrushed with silver. 19. I added a lot of extra equipment to the interior including the trap shown here. Also note the rear bow for installing the tarp over the crew compartment. 20. A pleasant finished product. The low silhouette of the vehicle is evident here. I decided to soak the kit with mud made from pastel chalk. The figure comes from a Dragon set.

MMiR RECCE

DML 250/1 'Neu,' kit number 6100. Suggested retail price $23.95.
Tamiya 20mm Flak 38, kit number 35102. Suggested retail price $5.50.
Aber 45 degree small dot tread plate, kit number PP06. Suggested retail price $9.99

References

Der Deutsch Panzer und Militärfahrzeuge an der Front Bildband by Tomioka Yoshikatsu, Dai Nippon Kaiga, 1999. ISBN 4-499-22693-7. This Japanese language book contains several interesting pictures of the conversion used by the Panzer Lehr in France.

The Real Deal

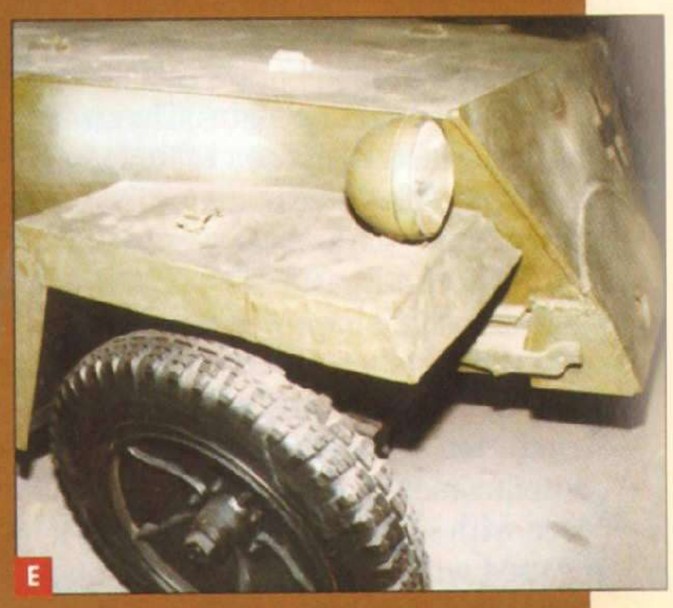
A

B

A. This impressive photo of a SdKfz. 250/3 or /5 was taken during the fighting around "Market Garden." The heavily damaged vehicle carries a four digit number. (Photo M. Bayerl) B. The Kubinka vehicle was heavily damaged at its rear. C. The frontal part of the chassis, note that the engine-deck is welded. D. Parts of the Pz.Aufkl.Lehr.Abt. 130 shortly after an air raid. This destroyed Mauserwagen based on an early production SdKfz. 250. Note the armor shield. (Photo M. Green/US Air Force) E. The right fender. F. Another 2 cm improvisation on a light SPW, seen on the western front in 1944. This gun was possibly taken from a SdKfz. 250/9 or 222. (Photo M. Bayerl) G. The left fender, while the tool clamps are original, the lamp was added by the Soviets. H. The left side exhaust. I. Two GI's examine a 2 cm Flak 38 in field carriage. The shoulder rest is visible here. Spare ammo magazines were carried on both sides of the barrel. (Photo M. Green/US Army) J. Kubinka's SdKfz. 250/9 is still in relative good state. Although more refined than the improvised Mauserwagen, this vehicle still can provide interesting details. K. The Kubinka vehicle was heavily damaged at its rear. L. One of the storage boxes, above the sight slit is visible.

C

D


E

F

H

I

G

K

J

L

Get Outta Dodge

It's another little beauty from our buddies at Skybow

Our friend the Dodge. Perhaps no other vehicle, with the exception of the Jeep, was more used and better known than the Dodge WW2 trucks. Dodge was heavily invested in the production of trucks for the military, producing tens of thousand of different variants. "WC" stands for weapons carrier and this label originally applied to Dodge's line of 1/2 ton soft skins. Although these are not as well known as their 3/4-ton counterparts, nearly 80,000 of these trucks were produced in 43 different types. They saw service with the U.S. Army early in the war and later with the Marines and the Navy. They were also used extensively by the Canadians (who manufactured both types) and by the British via Lend-Lease.

Production of the 3/4 series began in 1942 and 12 variants were produced, totaling a whopping 171,412 units! All the vehicles had a family resemblance and utilized many common components, especially around the front grill and bodywork.

Let's run 'em down, shall we? WC51 is the basic weapons carrier with the open bed on the back. WC52 is the same vehicle with the front mounted winch. WC53 is the so-called "Carryall" which is a sort of station wagon with sheet-metal bodywork on the 3/4-ton chassis. WC54 is the ambulance version with the large sheet metal van body on the back. WC55 is the Dodge designation for the WC52 with the 37mm gun mounted in the bed. This was better known by its Army designation of M6. WC56 and WC57 are the subjects of today's story, being the non-winch and winch versions of the Command Car, respectively. WC58 is another version of the Command Car, this time with a radio permanently installed (the 56 and 57 had a provision for mounting a smaller radio set at any time). WC59 is a telephone line maintenance vehicle with a small compartment on the back bed and mounts for ladders on the sides. WC60 is a workshop vehicle with large cabinets on the rear, known by its Army designation Emergency Repair M2. WC61 is another telephone line maintenance vehicle, this time with larger bins in the back and mounts for ladders on top of the vehicle. Late in the war, some Command Cars and Weapons Carriers (especially the relatively useless M6) were cut up and refitted with new sheet metal rear bodies. Most of these were made into ambulances and got the final WC label of "WC64 KD."

Peripherally related to our story, but not in the 3/4-ton class, are the WC62 and WC 63. These are the non-winch and winch versions of the 6x6. This looked nearly identical to a Weapons Carrier, but with an extra axle. These vehicles were in the 1/2-ton class.

If you're wondering what happened to WC 1, etc., these were used on the early 1/2-ton versions and the numbers ran from WC 1 through WC43 (I don't know what happened to 44 through 50). Whew!

The modeling history of the Dodges is almost as complex. Years ago we had fairly competent kits from Peerless Max of the Weapons Carrier, the Command Car, the Ambulance and the 6x6. They were subsequently released as Testors/Italeri kits and are, for the most part, still available. One of the principals of Skybow is the former owner of Peerless, so it seemed like a natural that they would revisit the subject.

WC Cool

If you're expecting to find something that resembles the Peerless stuff, you'll be disappointed. This is an all-new kit, baby. Now, if you're familiar with the other Skybow efforts, such as the M38A1, the level of detail here will not be a surprise.

We got two samples (plus a bunch of parts), so I decided to build both versions. All throughout the instructions options are called out for either Patton's WC57 car with the winch or the plain-Jane WC56. Bear in mind, however, that Patton's Dodge was not the only one with a winch. Over 6,000 of the 21,000 or so manufactured had the winch. The model depicted in the kit represents the car that Patton took to the continent with him in the summer of 1944. This wasn't the only thing he tooled around in there. His other favorite appeared to be a really tricked out M20 armored car. He also used a Dodge in Italy, although it was outfitted differently from this one.

The differences to the standard car were small. Command pennants and placards were added, along with a rear platform, siren, grab bar and a .50 cal on a pedestal. Extra armor was also part of the package, with a small hinged plate being attached to the radiator and several larger plates welded to the rear floor and wheel wells. This latter feature was probably a smart idea, as road mines were a constant hazard in the ETO. All these mods were carried out in the 3rd army workshops in the UK.

The whole tale begins with the engine, which is a stunner. All the major components are provided as separate pieces. The distributor, water pump, exhaust and intake manifold all get stuck on. This is great because the final result is much more realistic. There is an option right away for the transmission. Both the WC56 and 57 type are included and the difference is simply the power take off for the front winch.

Although I didn't do it, it wouldn't take much to make the engine super sexy by adding wiring and other small bits.

Skybow has borrowed a page from Tamiya and attached the forward spring to a hunk of the frame. The whole assembly then gets attached to the sub frame. This makes for a stronger joint and, I think, makes for fewer hassles in leveling the frame.

The detail fest continues with the suspension and drive train. I won't gush too much here, but there are plenty of oohs and ahhs. Take a close look at the pictures and you'll see what I mean. Unfortunately

Background image © John S. Smith VIII, B-Troop Productions.

1

all this is hidden later, so make sure to savor it while you can.

The winch goes on the frame now, if you wish, and it's a real beauty. I would suggest wrapping the supplied twine around the winch drum now. It's really difficult to do later.

A body to die for

The bodywork is cleverly broken down into several sub assemblies. The fun starts from the ground up, so to speak, with the body pan. All the fiddly stuff gets stuck on at this stage, like the gear shifts and the control pedals. Keep an eye on part C8. This is a foot rail and you may be tempted to add it later because it's delicate. I did this on one of the kits and it was difficult to get to later.

The rear side panels are next and slow setting liquid glue is a must here to ensure correct alignment. The seats also get added at this stage and you'll begin to notice that the remaining panels form the rear trunk. This is keeno (not to mention cool) because you can show the back end opened up.

The front bodywork is a bit tricky. The suggested sequence is to add the lower engine cowlings, then the fenders, then the hood and side cowlings in two pieces, right and left. On both my kits I added the side cowlings first, then glued the two hood halves together and left them unglued to view the engine. Skybow-wan-kenobi is wise, please listen to them. My method results in a very poor fit between the hood and the side cowlings. This wouldn't be too much of a crisis, except that this is exactly where the registration number goes later. Oops! My solution later at eleven.

Speaking of the hood, Skybow does provide the T-shaped clasps for the windshield (unlike another well-known manufacturer, who shall remain nameless, who left them out of their Jeep and their GMC kit—OK it was Tamiya). These are really, really small and those of you with a case of thickfinger will find them difficult to handle. I found (on my second attempt) that if you dimple their location points with an X-acto the way you would a gun barrel, that they will go on a lot easier. I used a very small amount of liquid cement. Because it's brittle, Superglue will make them a bit easier to break.

The tires are slick (figuratively speaking). They are molded in a single piece with just an interior insert that traps the hub. The brake drums each contain the ubiquitous poly cap and they get glued onto the ends of the axles (amazingly). Don't be too hasty in adding the completed wheels. Any excess cement will cause them to seize up. Being able to pull the wheels off is a huge help later when painting.

Patton parts

The majority of the Patton parts get added at this point and this includes the command pennants, the big horns, the siren and the radiator

2

SUPPLIES FOR THE DISCRIMINATING MODELER!!

Panther Ausf. A correction kit for Italeri/Testors
Panther A/D kit: $28.00

Now Accepting Orders for - resin SdKfz 251C welded hull correction set (full hull, firewall, engine covers, etc.) for Tamiya SdKfz 251C.

Armor Decals in 1/35th Scale

- USA Armored Division Tank Markings Set
- German Army Panzer Division Insignia
- German Army/SS Tactical Signs
- Waffen SS Divisional Insignias
- 653rd Ferdinand/Elephant Battalion Set
- Tiger I & II Markings Set

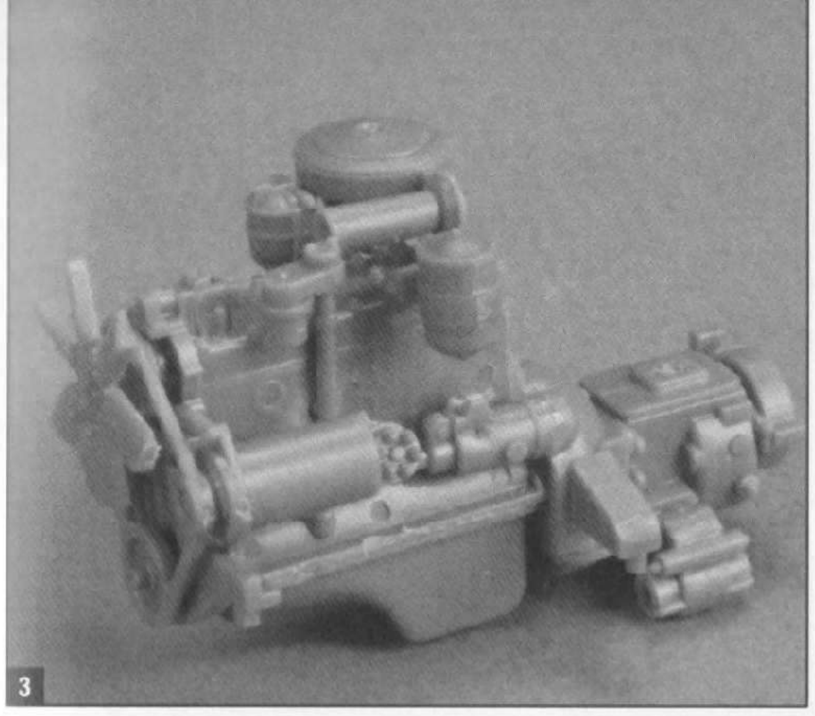
Superb Quality

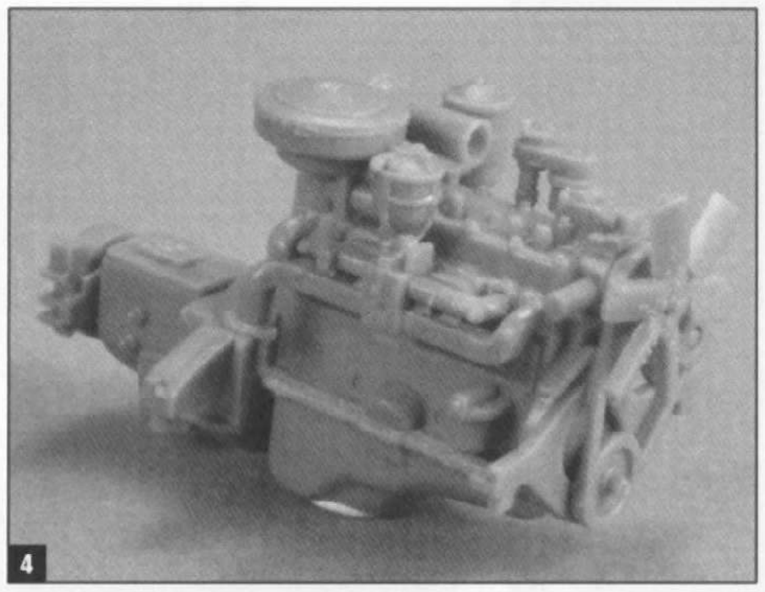
Heavily Discounted

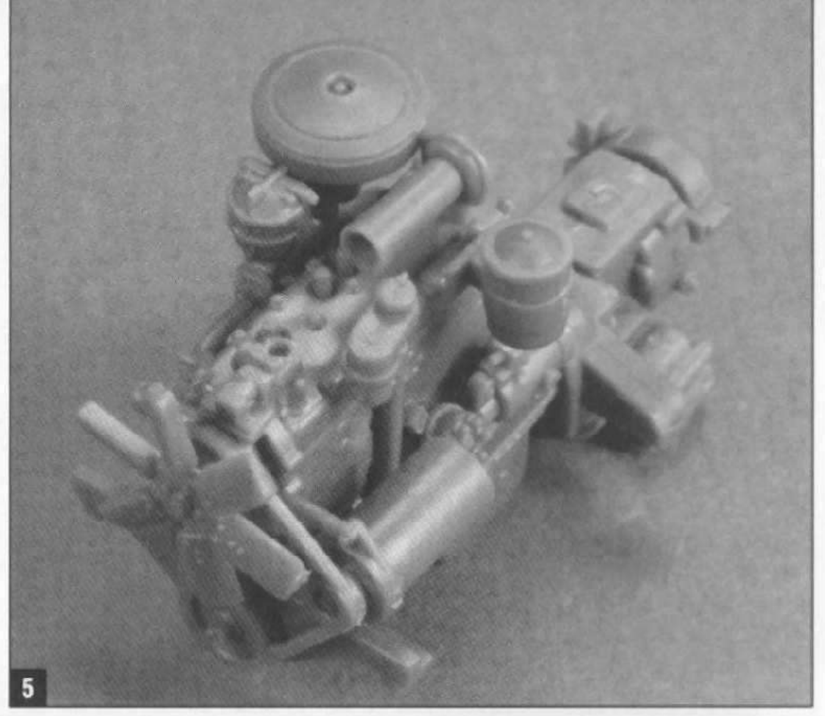
Accurate Armour	*AFV Club*	*Cavalier*	*Aber*	*Academy*
Cromwell	*Czechmaster*	*DML*	*CMD*	*Concord*
Friulmodellismo	*Hornet*	*Hudson & Allen*	*Dragon*	*Eduard*
Jaguar	*Jordi Rubio*	*Masters Hobby Sup.*	*ICM*	*Italeri*
Model Graphix	*Modelkasten*	*MR Models*	*Minicraft*	*MMiR*
Ordnance Models	*Osprey/Vanguard*	*Plus Models*	*New Connection*	*Nuts & Bolts*
Schiffer Pubs	*Show Modeling*	*Skybow*	*Royal Models*	*Ryton Books*
Tamiya	*Tank Maker*	*The Tank Workshop*	*Squadron Pubs.*	*Steel Masters*
			VLS	

ORDNANCE DEPOT

3408 Trophy Drive, La Mesa CA 91941
Phone/FAX toll free (877) 899-1385
E-Mail orddepot@aol.com • www.ordnance-depot.com
Current Catalog and order form available for $2, credited with first order


3


4


5

armor. Skybow does not supply the armor plates for the rear compartment, but they would be easy enough to make from sheet plastic. It was a simple arrangement, with one plate cut to fit the floor from the front seat going back underneath the rear seat. Two other plates were cut to fit the insides of the wheel wells.

To mount the rear fold-down panel, the back bumperettes must be installed upside down. This is spot on accurate, but I'm not sure why it was done this way, or what this thing is for. It doesn't look sturdy enough for someone to sit on, so I assume it's just for extra gear. You get the option of installing it open or closed.

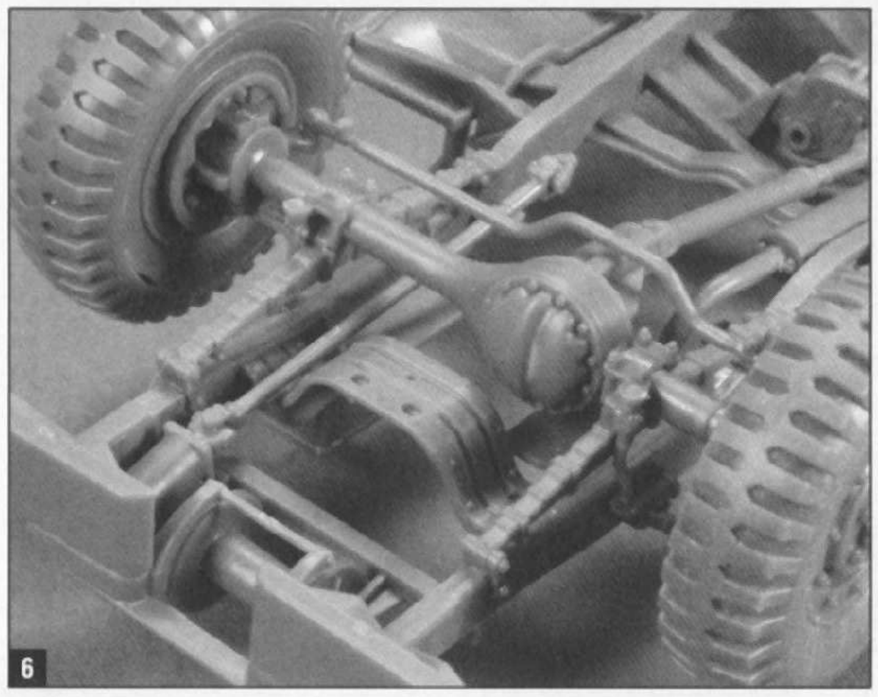
The big .50 cal is the same one found in the Skybow M38 kits, so it's nice. I found that the pedestal's forward mounting arm (part H9) was too long, so it was trimmed to fit.

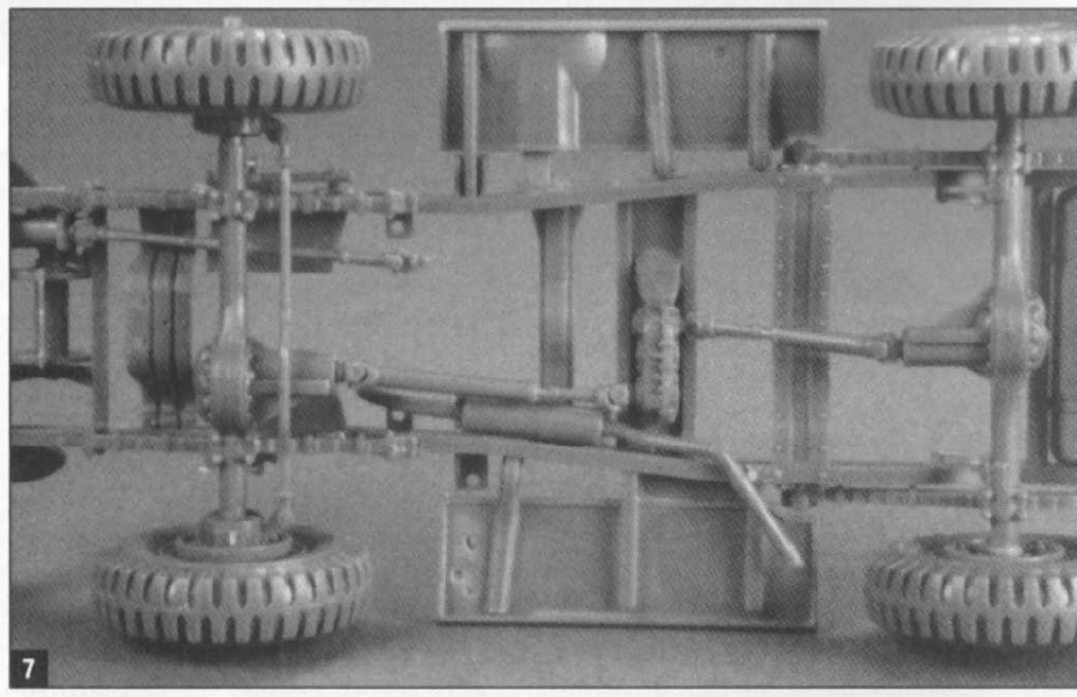
I estimated (correctly, as it turned out) that the supplied decals would be impossible to apply to the command pennants with them attached to the car. I carefully drilled and pinned each flag shaft with fine brass wire.

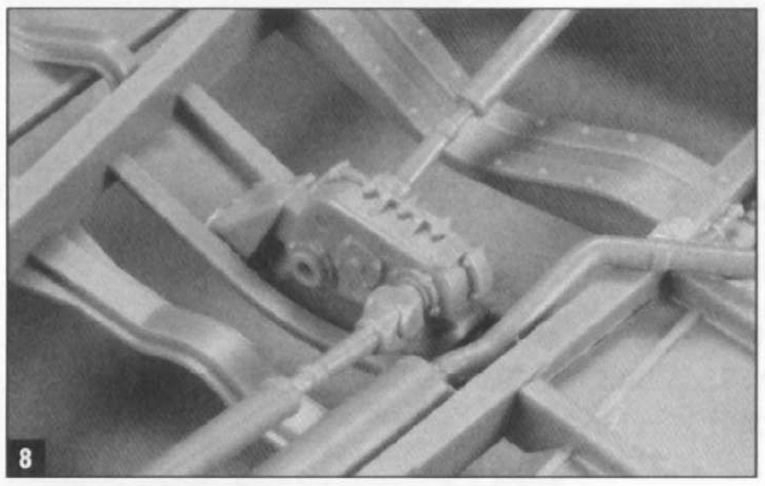
I noticed that the front radiator armor (part H16) would not quite sit at the proper angle until I trimmed off the two locator tabs underneath.

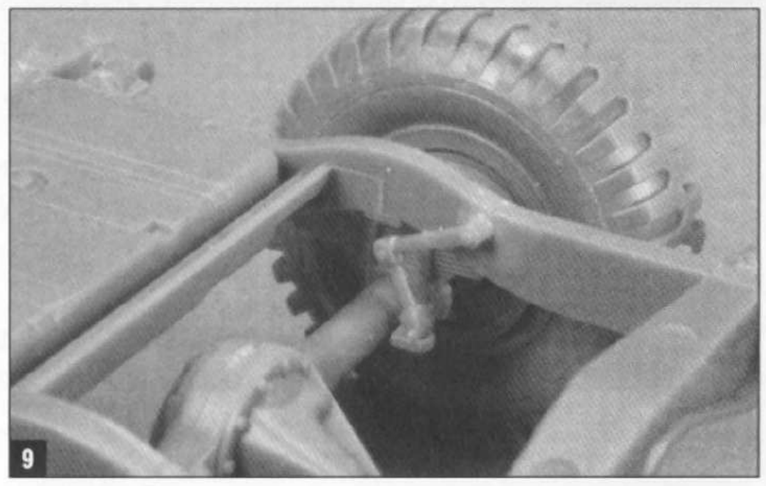
Back of my non-Patton car, I installed the beautifully molded collapsed canvas top. The attachment arms for this are delicately molded and fit perfectly into the tabs on the bodywork. However, they are extraordinarily delicate. If they break, it's best to reattach them after installing the folded top.

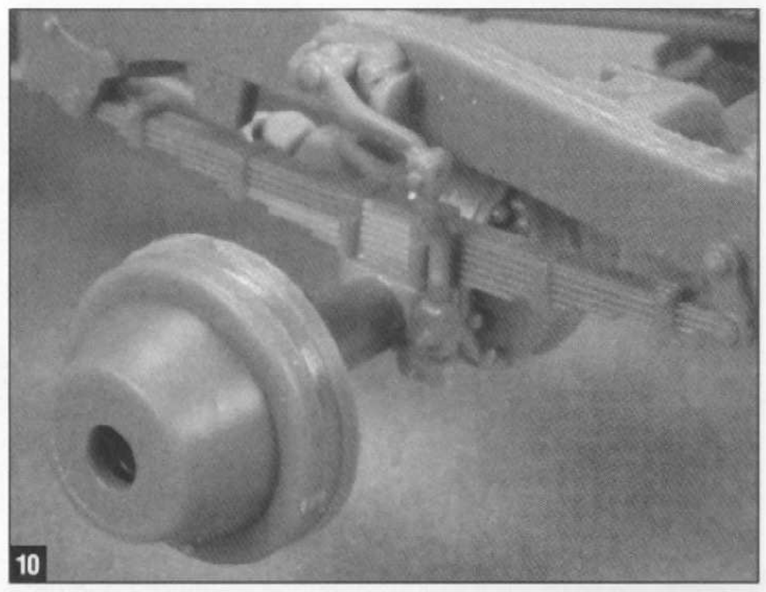
The Patton version goes topless, so I called both these babies done!


6


7


8


9


10

1. This is the WC56, finished as a garden variety command car. 2. Here are the two cars side by side. I finished Patton's car a bit darker. 4-5. That great little engine. It wouldn't take much to wire it up. 6. The bottom of the chassis directly under the engine. The only thing missing are the brake lines! 7. This more complete view shows the entire drive train. The shaft for the winch PTO is at the upper left. 8. A close-up of the transfer point. 9, 10. These are the delicately molded shock absorbers on the rear and front wheels. 11. The unpainted wheels, the front wheel is on the left.

Painting, the never ending saga

My approach to painting both vehicles was a little different for each one.

The WC56, without the winch, was painted overall Tamiya OD (XF-62). This was lightly sprayed over a base coat of black. Adding a few drops of Tamiya Dark Yellow created the highlights.

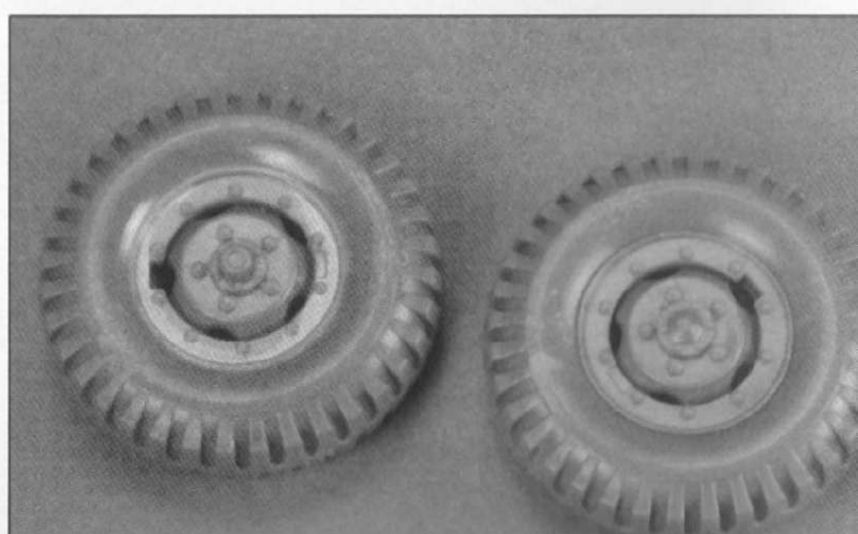
I recently starting using the Iwata Micron B airbrush, which I am fairly certain is the same airbrush the gods use on Mount Olympus. This thing will really put down a fine line and it atomizes paint (especially acrylics) so finely that some very subtle effects are possible. I used the airbrush to paint the canvas seats and the soft-top, spraying Tamiya Khaki Drab (XF-51) over black. This created some very interesting shading.

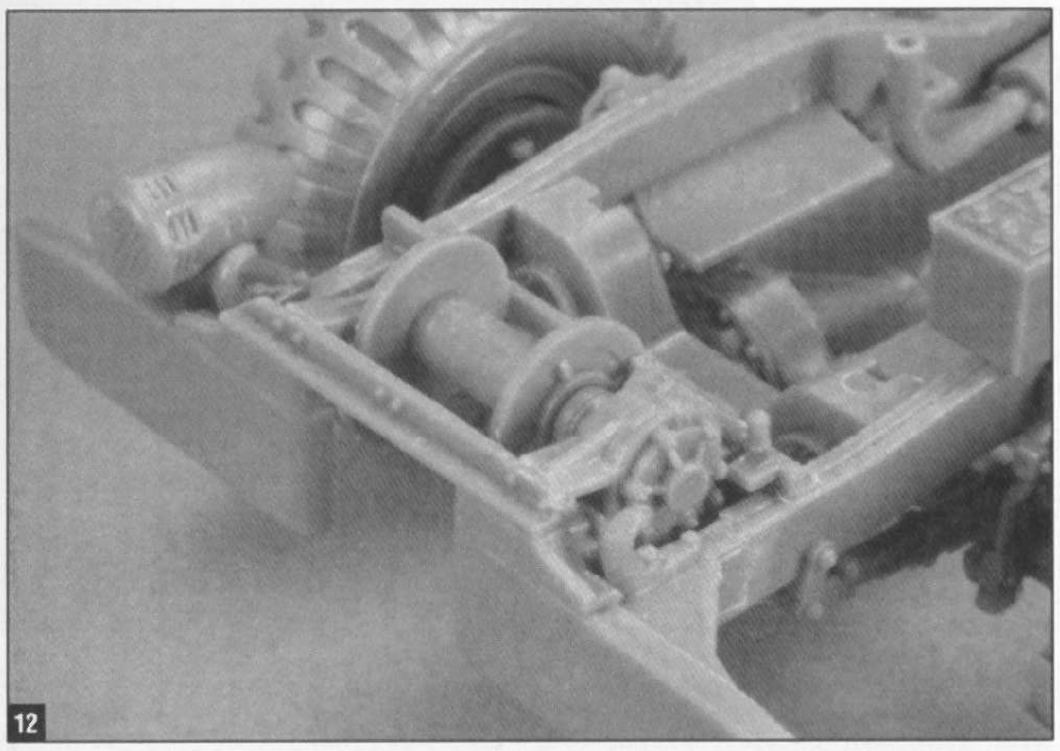
The markings are all from Archer Fine transfers and I made good used of their new U.S. Registration number set. This is neat because it contains full sets of numbers. This way, you don't have to go blind adding them one by one. I thought that the right side stowage box was the perfect place for a shipping stencil. Archer makes one specifically for the command car, too. Cool.

Unfortunately, I only had one set of decals for my two kits (early samples, you know), so I wasn't able to add the very nifty dashboard placards. The gauges (which are featureless) were painted plain black.

The '56 was given your basic oil wash and then drybrushed with Vallejo Khaki. Final weathering was done with grayish brown pastels.

The Patton car started out much the same way, with Tamiya OD over black. Because the kit's decals are the only option for this vehicle, I gave it a good coat of gloss using the Polly-Scale product. Because the Tamiya paint is so dead flat, the gloss had the effect of darkening the color quite a bit. I warmed


11



to the notion of this, because I'm guessing that the General's car stayed in pretty good shape, getting fresh paint on a more regular basis and staying a bit cleaner. Not that it never got dirty, but that perhaps it was "generally" kept better than a combat vehicle.

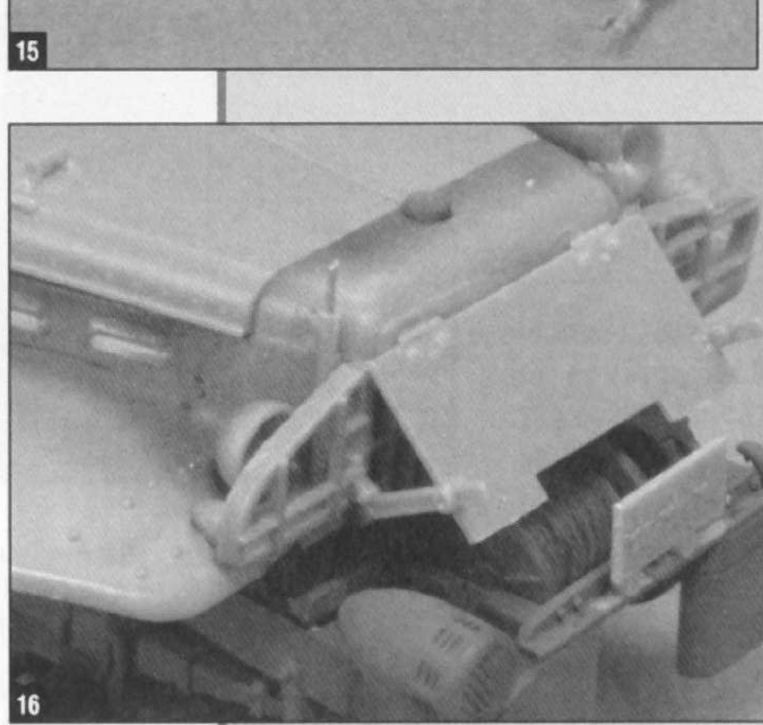
Skybow's decals are similar to Tamiya's in that they are very thick. I have a method for this that works pretty well. First, I trim the decals as close to the image as possible. On stars, this means right to the color and on registration numbers this means trimming roughly around the letter shapes, still leaving enough film to keep them attached.

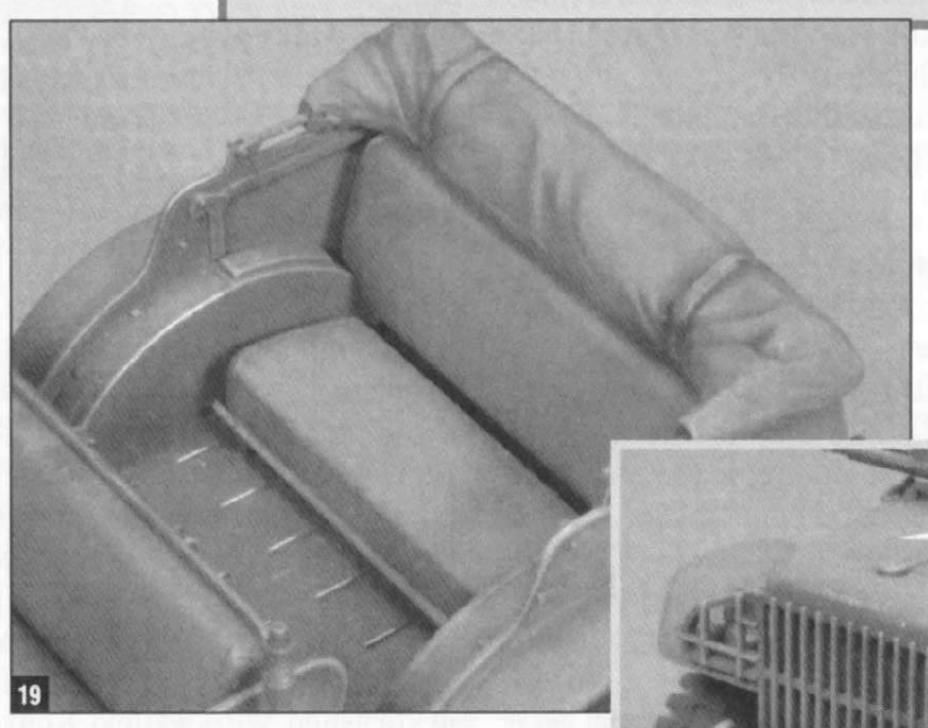
I use Solvaset as a setting agent. This is the toughest stuff out there and it'll break down the toughest of decals. The problem is, it's a little too tough and quite often it will start to break down the ink on the decal before the film starts to set. I dilute the solution with water, initially with about two parts water to one part Solvaset. I started applying this to the decals, giving maybe 15 to 20 light coats. Finally, especially tough areas get the solution straight from the bottle.

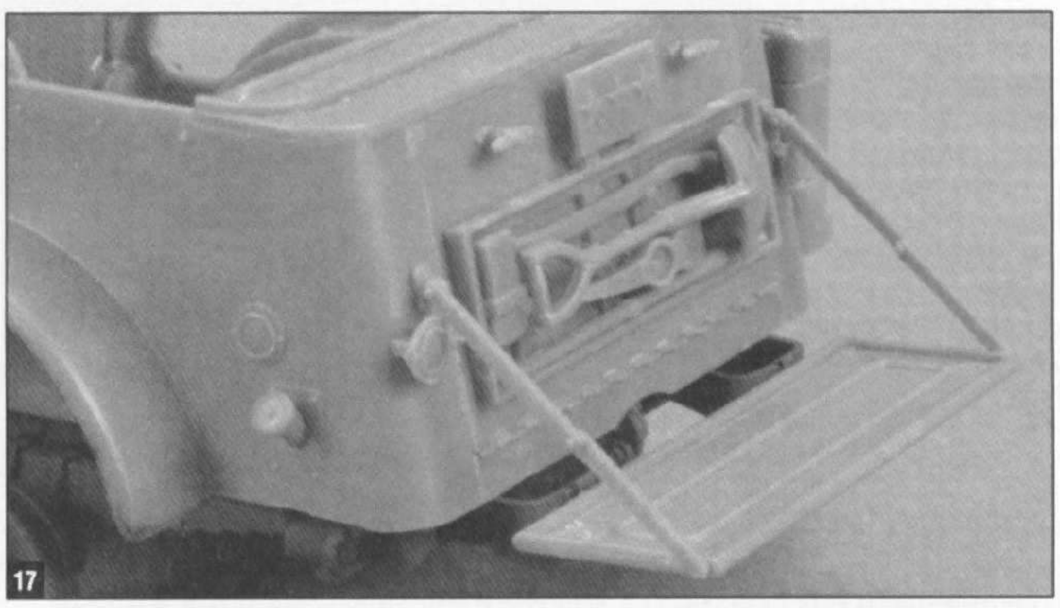
Using this method I was able to get the large hood star and the 3-star placards to completely conform to the surface underneath. That last decal was cleverly designed to fit perfectly over the raised stars on the kit part, saving me from some tedious painting.

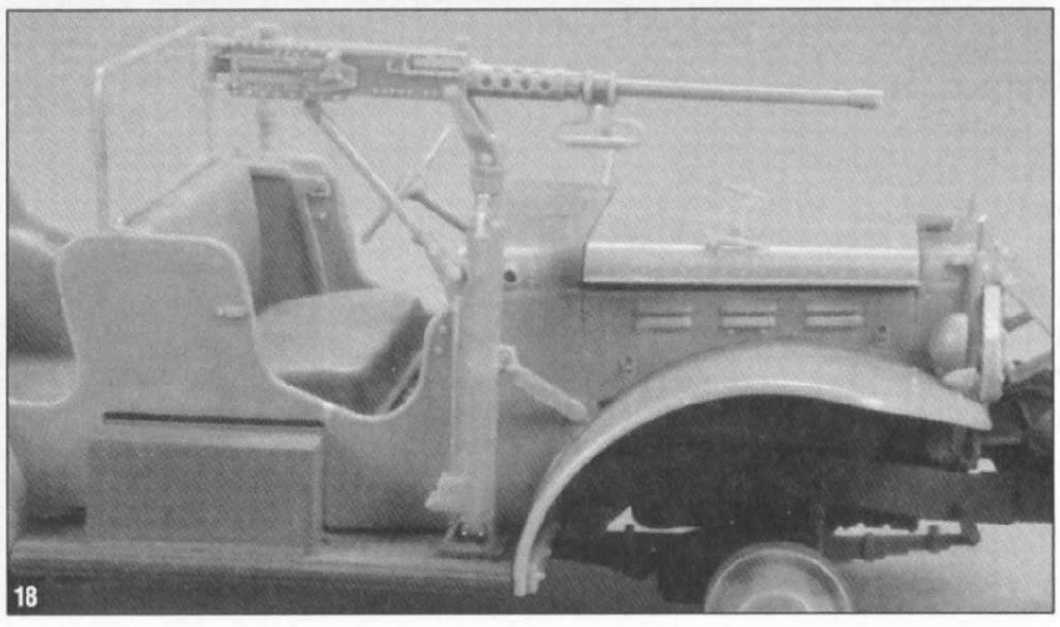
The kit was dulled down with several light coats of Vallejo Matt Varnish. This is a handy water-based product that is not dead flat, which is what I was going for.

In order to bridge the nasty gap on the hood, I had to cut each of the side registration numbers in half lengthwise. I applied each half separately, carefully aligning them as I went. The final result was pleasing and I felt a lot better about my screw-up.

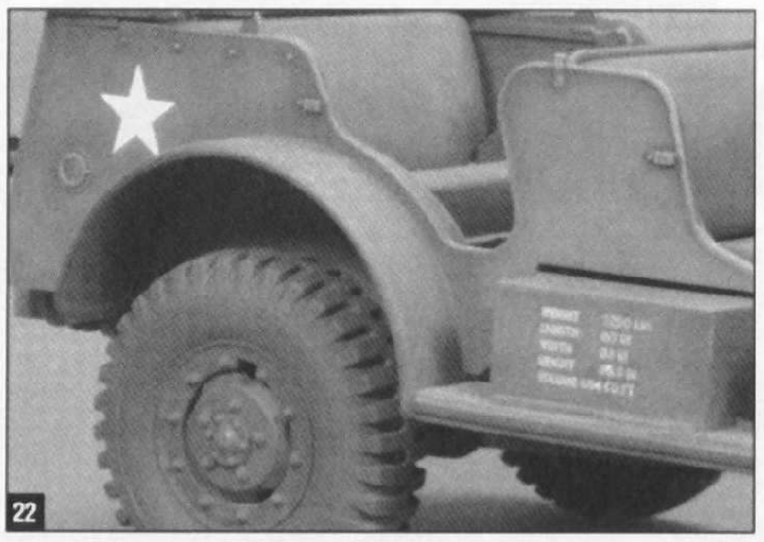


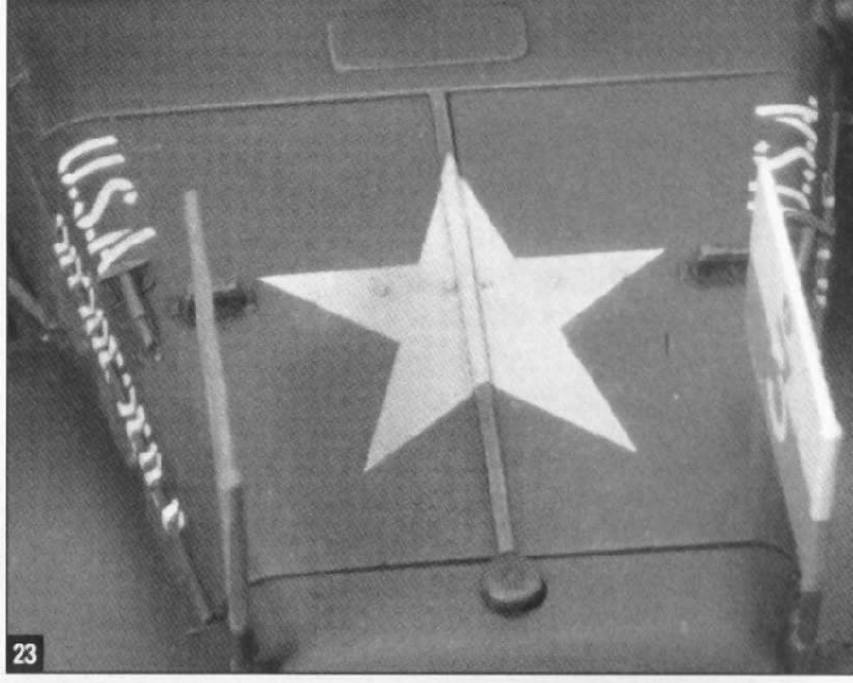


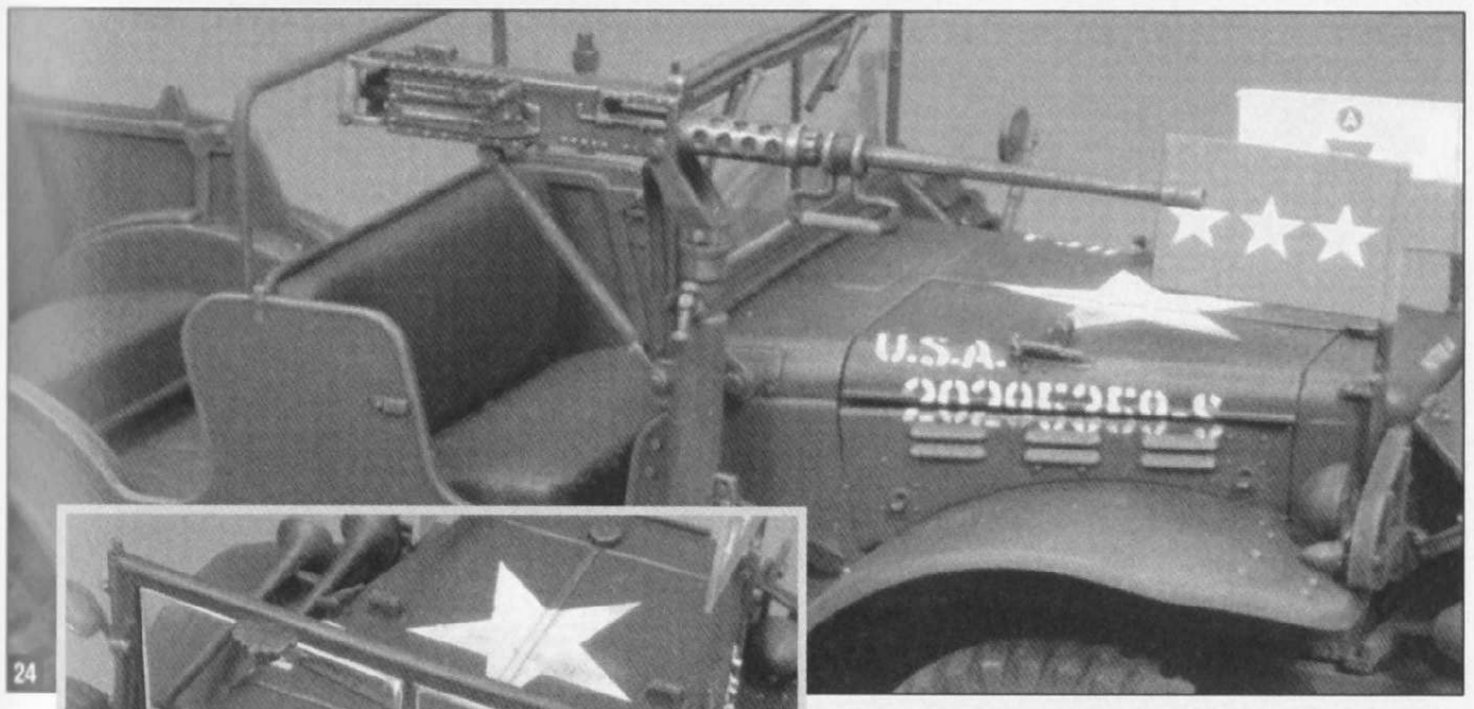


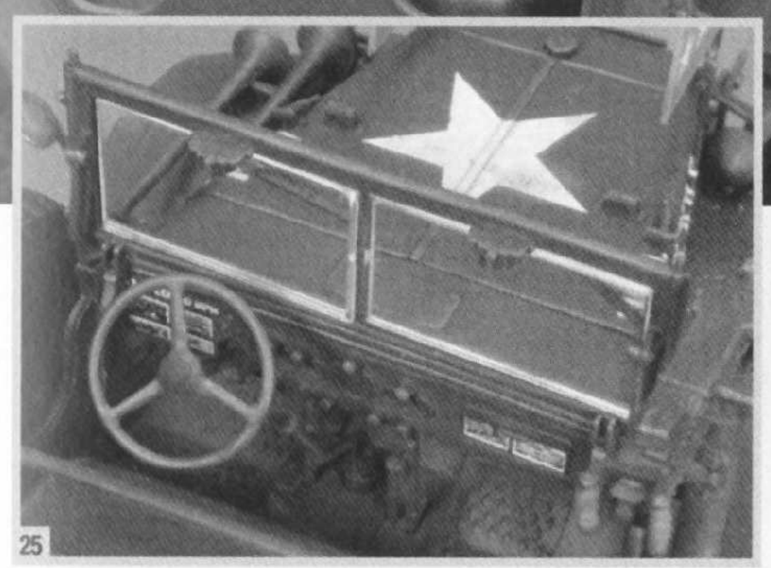


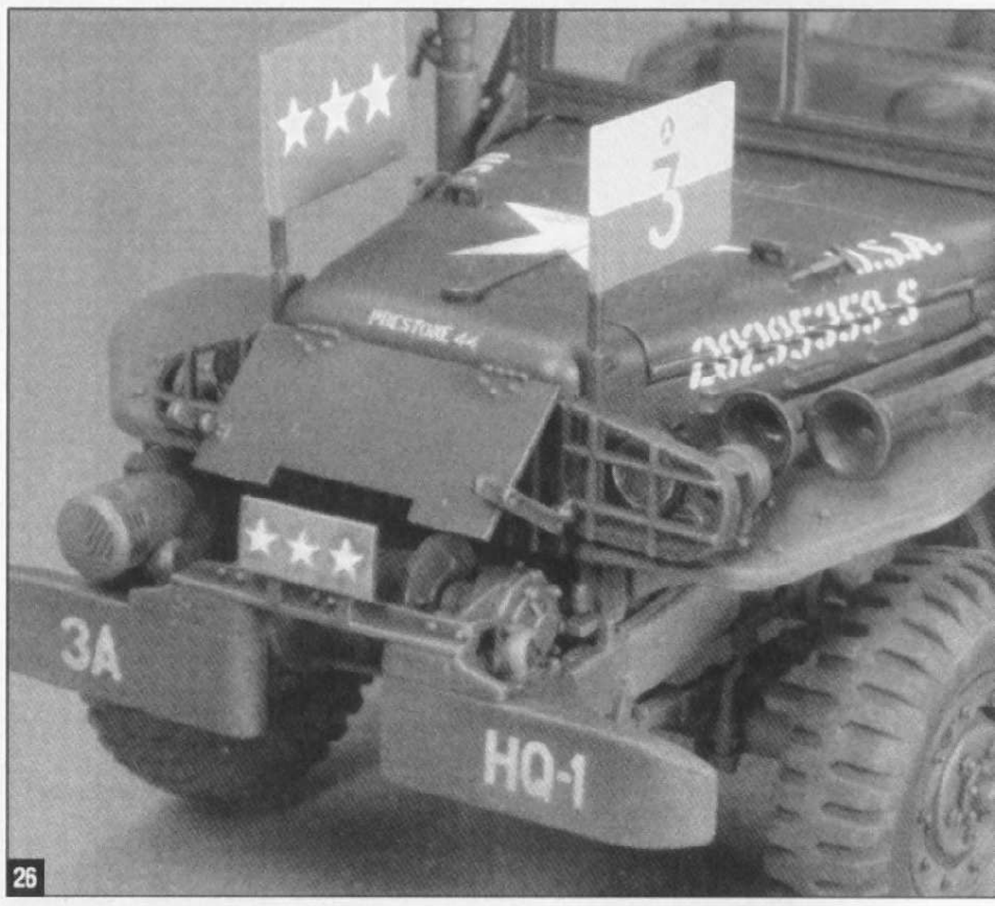
12. The completed winch on the Patton version. Make sure to wire up the winch drum prior to this point. It's a real bitch to do later. Note the big siren, another Patton addition. 13. Even the windshield contains fine little details, like the wiper motors and the glass slides. 14. This is quite cool. Floor pan details extend into the rear trunk and the rear door can also be left open. 15. The folded soft-top is very well done, but be careful of those attachment arms. 16. This shows the hinged armor plate installed over the radiator. Doesn't seem like it would do much good. Hey, he's the General, right? Also note the three-star plaque. 17. The rear luggage rack. You get the choice of showing it up or down. There's a three-star plaque back here, too. 18. The respectable .50 cal and its pedestal. The slanted bracket was trimmed a bit to fit. 19. This is the WC56 version with the soft-top installed. I managed to paint the top and the seats with my Iwata Micron B. Sadly, the results are difficult to see in this B&W photo. I used a silver colored pencil to simulate wear and scratches on the interior and floor. 20. The WC56, again. The grill on this version is quite a bit longer. The decals are a mixture of Archer, SMA and Decal Star dry transfers.











21. The back end of the WC56. The handles for the rear compartment are small, but they still contain extra detail. 22. The rear 3/4 of the '56. The loading stencil on the side box is accurate for the Dodge and is from an Archer sheet. 23. Several applications of Solvaset made short work of this large star decal used on the Patton version. 24. The completed .50 cal. and its mount on the WC57. 25. The little placards for the dashboard really set it off. The fit of the windshield glass was so tight that no glue was needed. However, as you can see from this shot, the left panel kept popping out. 26. This is the front end of the Patton version. There's a lot more going on here! Note the horn, siren and another extras. The decal for the three-star plaque fit perfectly. 27. Due to a gaff with the hood parts, I had to cut the side registration number lengthwise before applying it. 28. The beautifully printed command pennant decals.

I painted the seats to represent reddish brown leather. I am not certain this was the case, but I have seen restored Dodges with leather seats. It was the General's car, after all (have I mentioned it was the General's car?).

Final weathering was done with a light over spray of Tamiya Flat Earth (XF-52) and pastels.

These were terrific little models. Construction was simple and detail was great throughout. I would even say that this is one of the best soft skins kit I have ever built. The follow-up kits have been listed as the Weapons Carrier, the 6x6 and then the Carryall.

These little buggers will be gracing dioramas for years to come and I can't wait!

—Pat Stansell

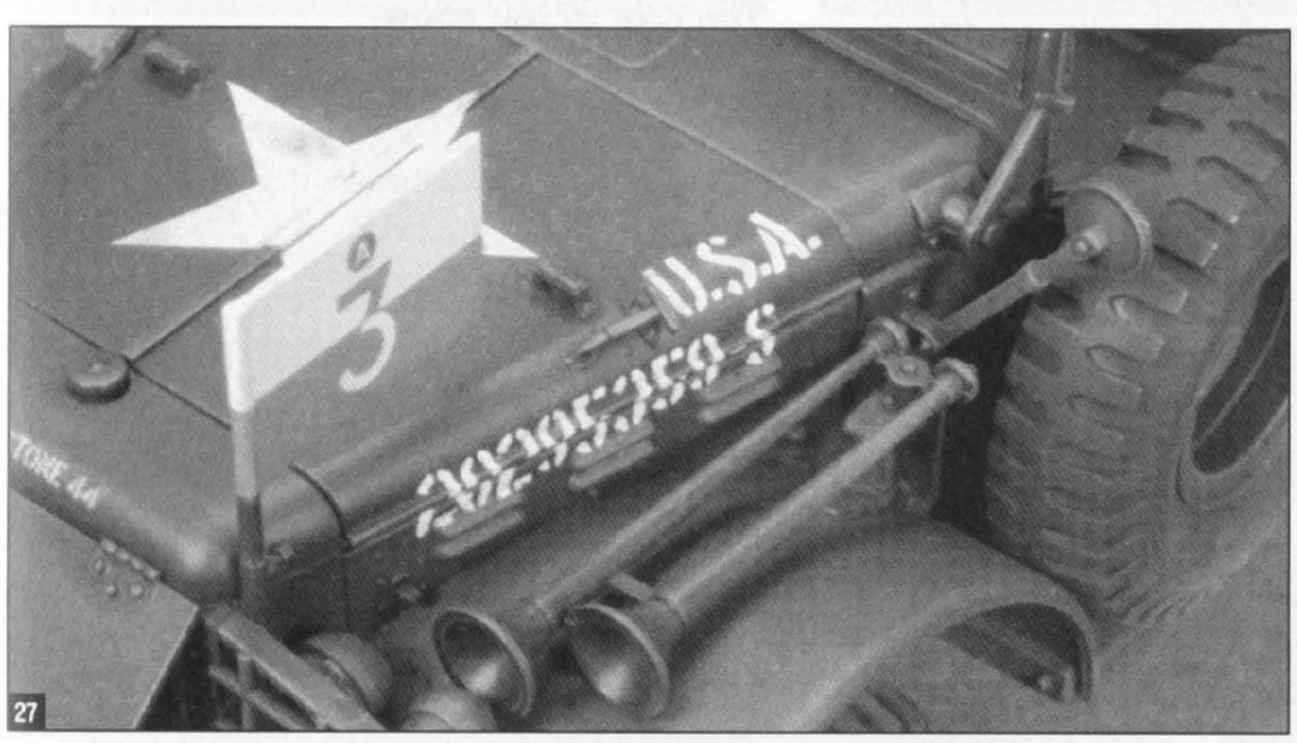
MMiR RECCE

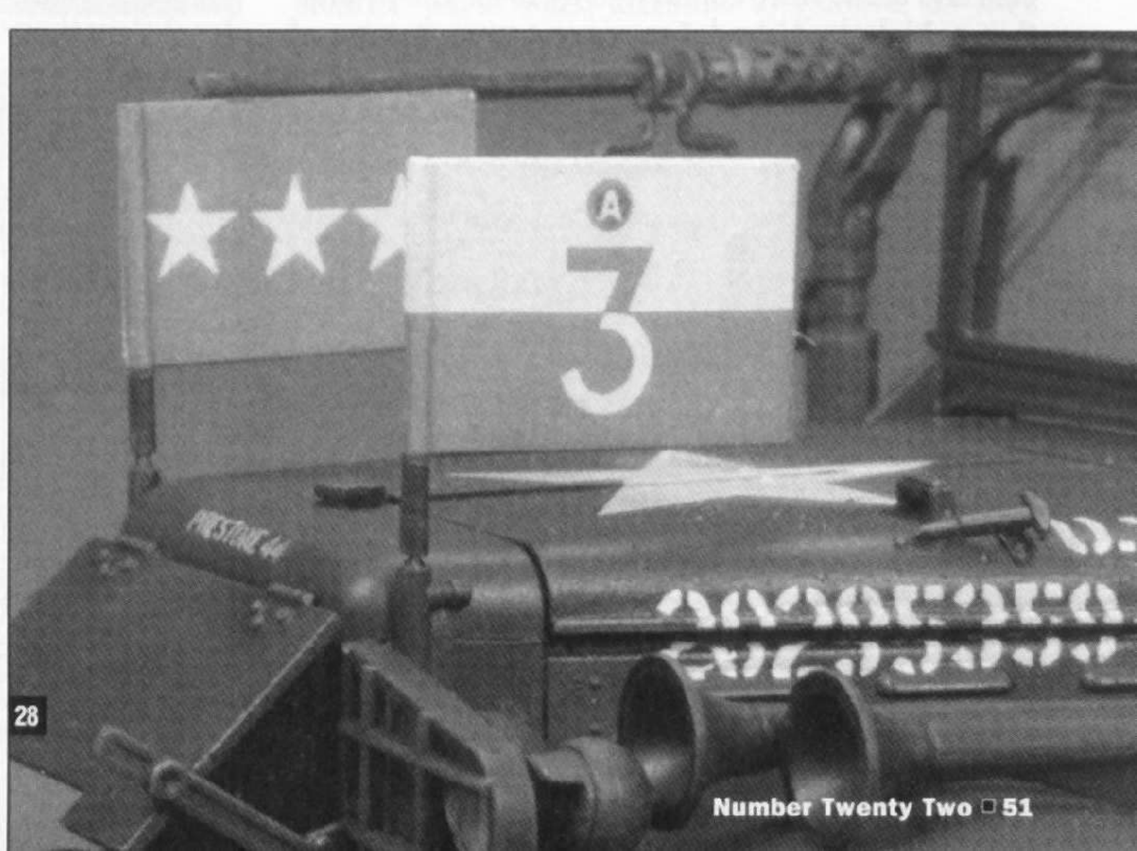
Skybow U.S 3/4 ton WC57 Command & Reconnaissance Gen. Patton's Command Car. Kit number TP3506. Kit(s) graciously provided by the manufacturer. Suggested retail price $32.95.

References

U.S Army Vehicles of World War Two by J.M Boniface and J.G. Jeudy, Haynes Publishing 1991. ISBN 0-85429-811-8. Originally published under the snappy title of *Les vehicles de L'US Army 1939-45*, this covers just about every soft skin used during the war. It contains a healthy section on the dodges with a few rare photos. U.S. soft skin fans please get one (now).

Dodge, cinq générations de tous terrains (Dodge, five generations of off road vehicles) by J.M Boniface and J.G. Jeudy, EPA Editions 1979. ISBN: 2-85120-091-7. A truly comprehensive look at the entire history of Dodge military trucks. Unfortunately, this one has yet to be published in English. However, even if you don't normally buy foreign language books, you'll still find this one highly useful. Hundreds of photos, plus color plates.





Topless Tank

The new M12 GMC from Academy, violates more than a few decency laws...

...but you won't hear us complain.

The M12 was a bit of an odd beast. It was a marriage of two old technologies that just happened to be available at the right time. During the general apprehension that preceded the beginning of WW2 (say, June of 1941), the ordnance department of the army started a study on mounting the M1917 155mm gun on the chassis of the M3 Lee tank. Initial tests were fairly successful, although the original hydraulic spade design was dropped. Enthusiasm was so great that feasibility tests were even conducted on mounting the 240mm howitzer into a dual back-to-back configuration. This rig was not followed up, but the 155mm configuration was eventually upgraded from T6 prototype to 155mm gun motor carriage M12.

Oddly, production was limited to only 100 vehicles and these were completed by 1943. The production vehicle had the later, more common type of Sherman trailing arm bogies. At that time, most of the M12's were assigned to training units or stored. The whole concept was dusted off in preparation for D-day and 74 of the original 100 (what happened to the other 26?) were re manufactured for the big event. An ammo carrier was also developed at that time (in equal numbers), called the M30.

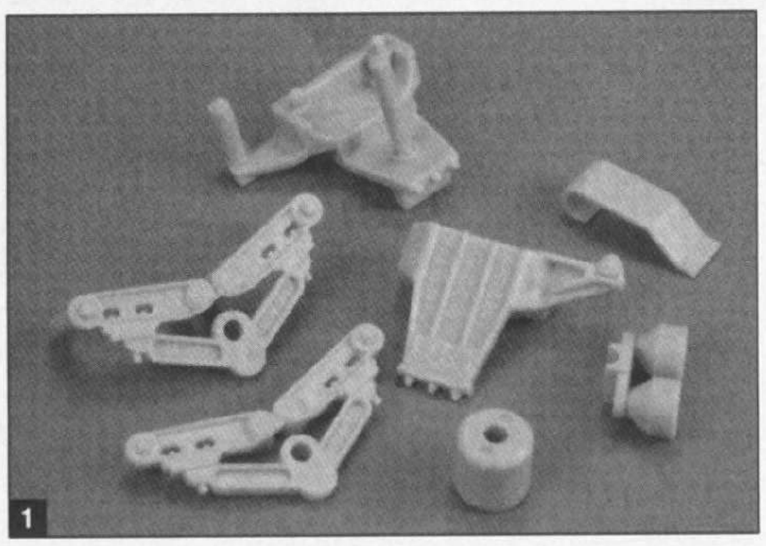
The gun toted by this thing has an interesting history. The M1917 155mm howitzer was a French-made weapon that was obtained by the U.S. Army during the First World War. There were three versions of it and all were used on the M12. The first, M1917 was simply the French weapon in its original form. The second, M1917A1 was the French weapon fitted with a U.S. manufactured breech ring, while the third was the M1918M1, which was a completely homespun version of the French weapon.

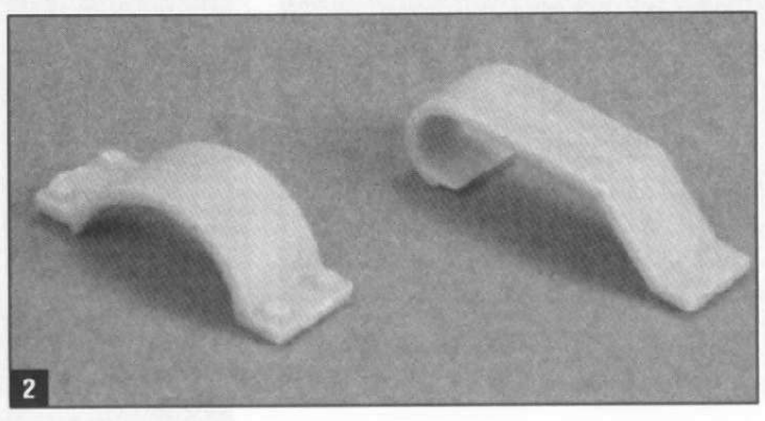
The M12 served on the European front from D-Day on and was most notably deployed along the Siegfried line, where it was used with devastating effect on bunkers and pill boxes, often at zero (or less) elevation. One of my favorite anecdotes about the M12 stems from its use within the city of Aachen. The Germans had built reinforced bunkers into the basements of buildings located at the corners of key intersections and they were proving very difficult for the infantry to eliminate. The M12's were brought in and—KABOOM! —Scratch one bunker. The especially funny part about this story is that when the Germans surrendered the city, the commander of the garrison stated that the use of the M12 was "unfair." Bummer.

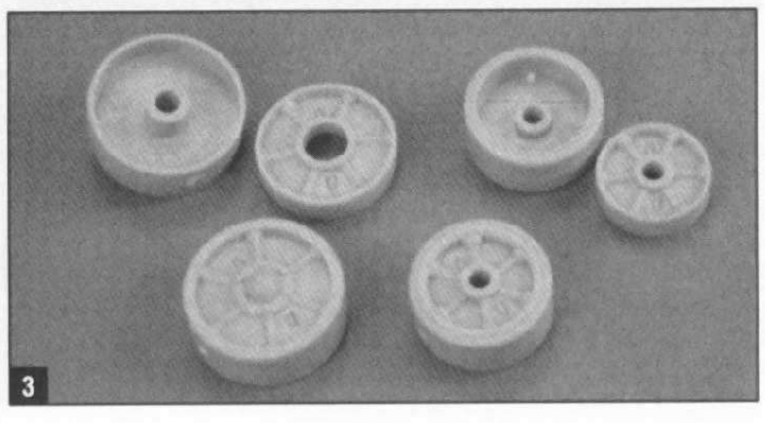
In Belton Cooper's book, Death Traps, he describes the method the M12's used for sighting on the bunkers on the Siegfried line. Apparently the M12's would travel the firing line and offer their services to the GI's. Sighting was done through the open breech, often by the infantryman himself (sort of a professional curiosity). In some cases, the infantrymen were disappointed to see the bunker remain intact after the initial shot impacted (although a large blue smoke ring would float out of the bunker's ventilation shaft), only to see the back door open and several extremely dazed Germans emerge!

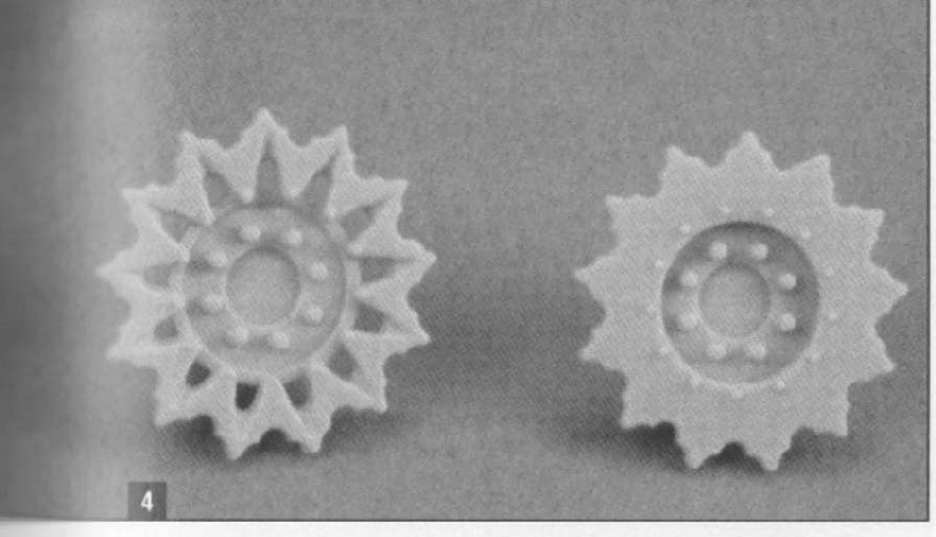
The star of our show

This is the first M12 kit in styrene, although there is an expensive resin and plastic kit available from Azimut of France. They offer up the Italeri Sherman to the sacrificial altar of conversions, along with resin parts for the gun and superstructure.

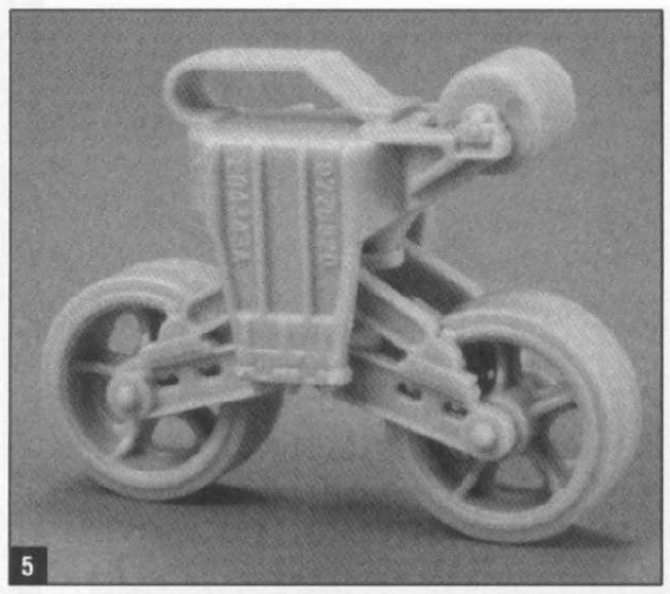

1

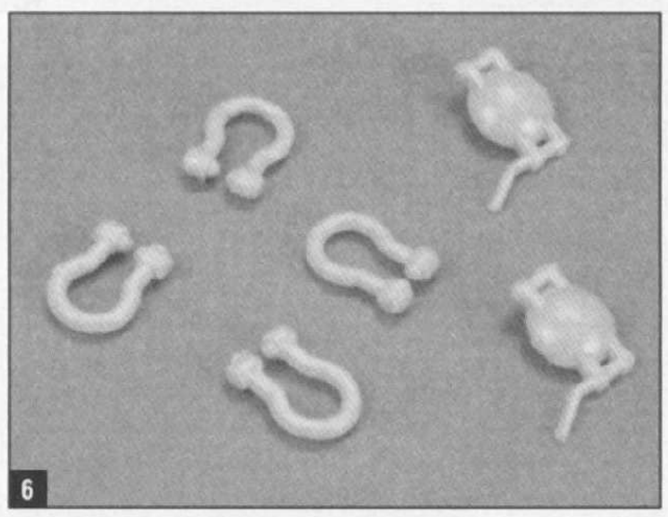

2

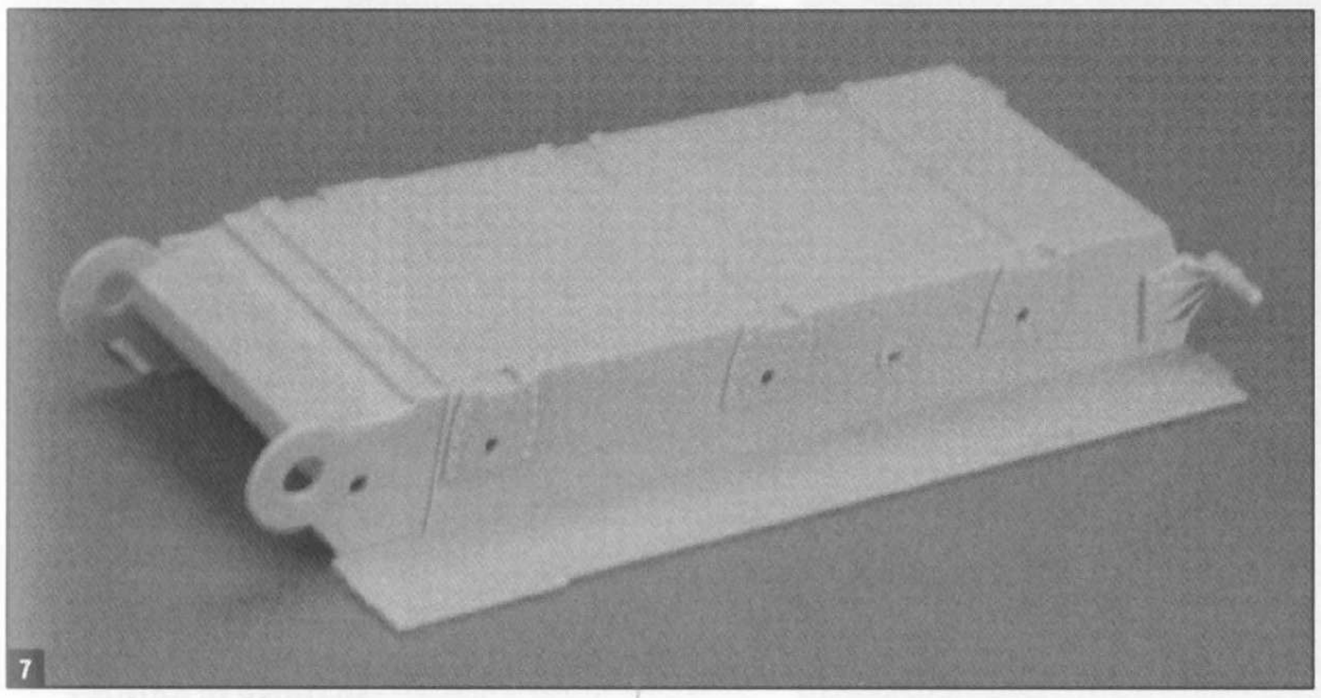

3

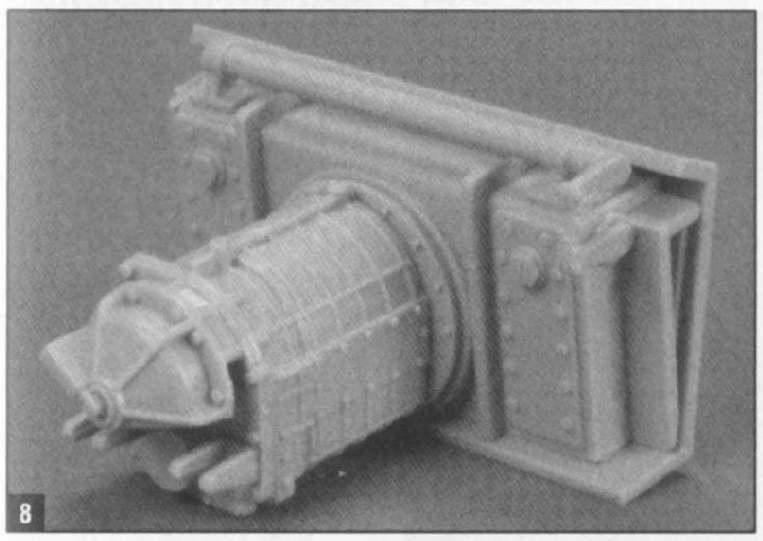


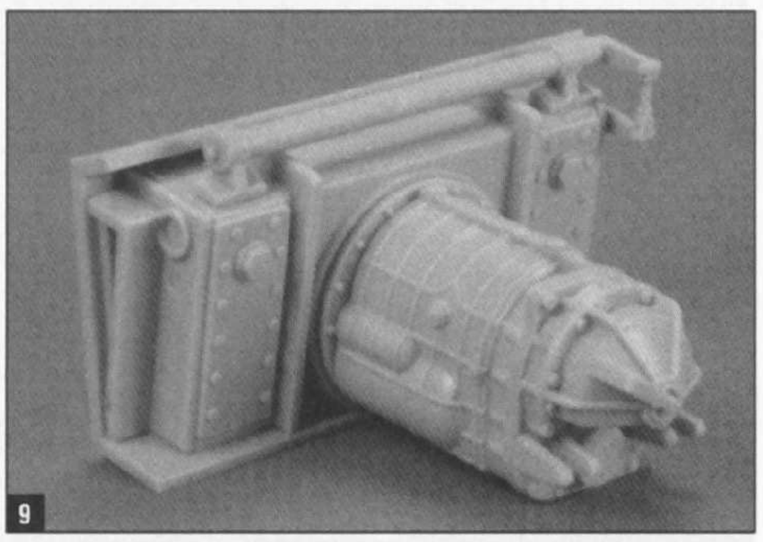
1. These are the major suspension components. Clockwise from lower left we have: the bogie arms, the bogie halves, the skid, the spring unit and the return roller. 2. This is the choice provided for the skids. The rounded type is an earlier feature. Steal these, right now. 3. The bogie wheels. Academy dresses up the backside with neat little inserts. Ditto for the idler wheels. 4. Your choice of two sprockets. The left hand one would be an early choice. Although it appears that enough were produced to still be seen on post-war M47s! 5. The finished bogie assembly strikes a pose. Casting numbers galore. I will be stealing these in large numbers. 6. This is the bottom hull. Nice and accurate, just the way I like it. I just might steal this, too. 7, 8. This is the highly respectable transmission module. 9. You get plenty of extras here. There is a separate sprue with shackles and filler caps. 10, 11. This is the finished interior module. All the major bits are present except, in this case, the very short transmission shaft.

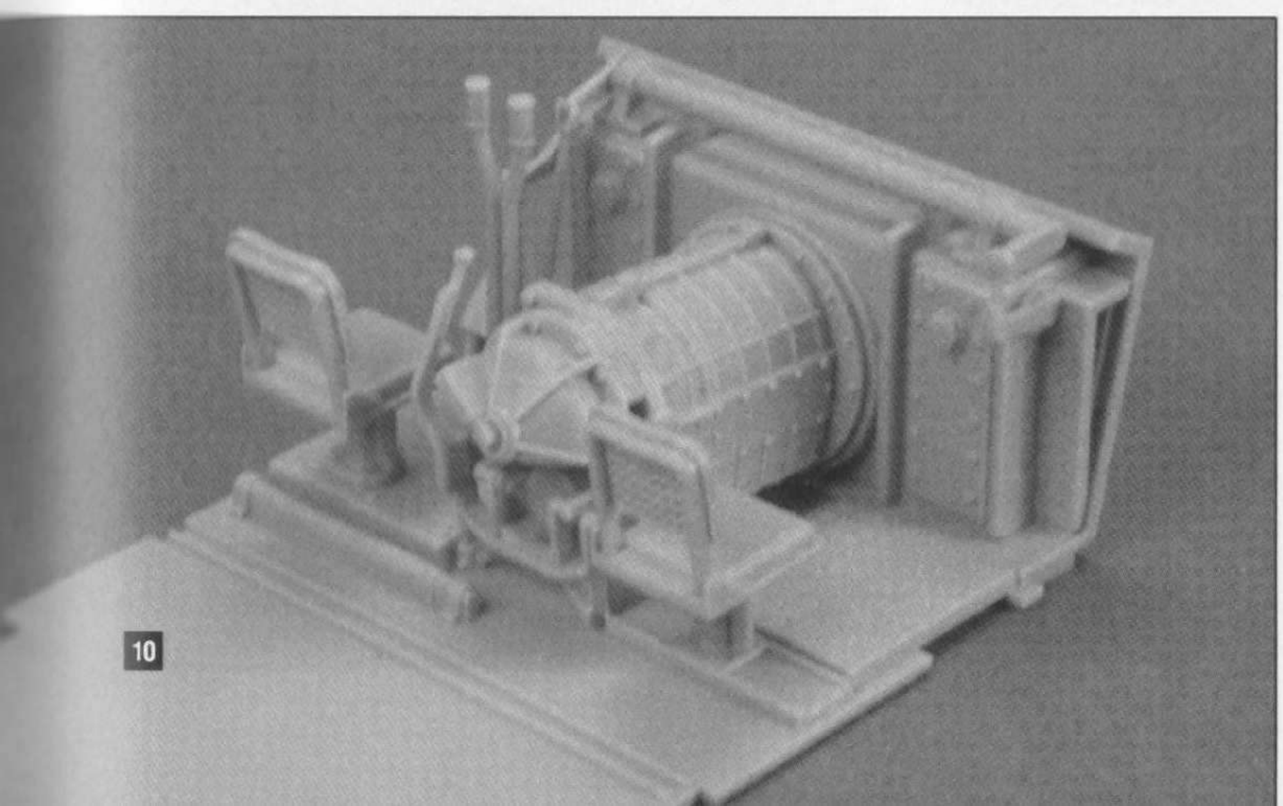


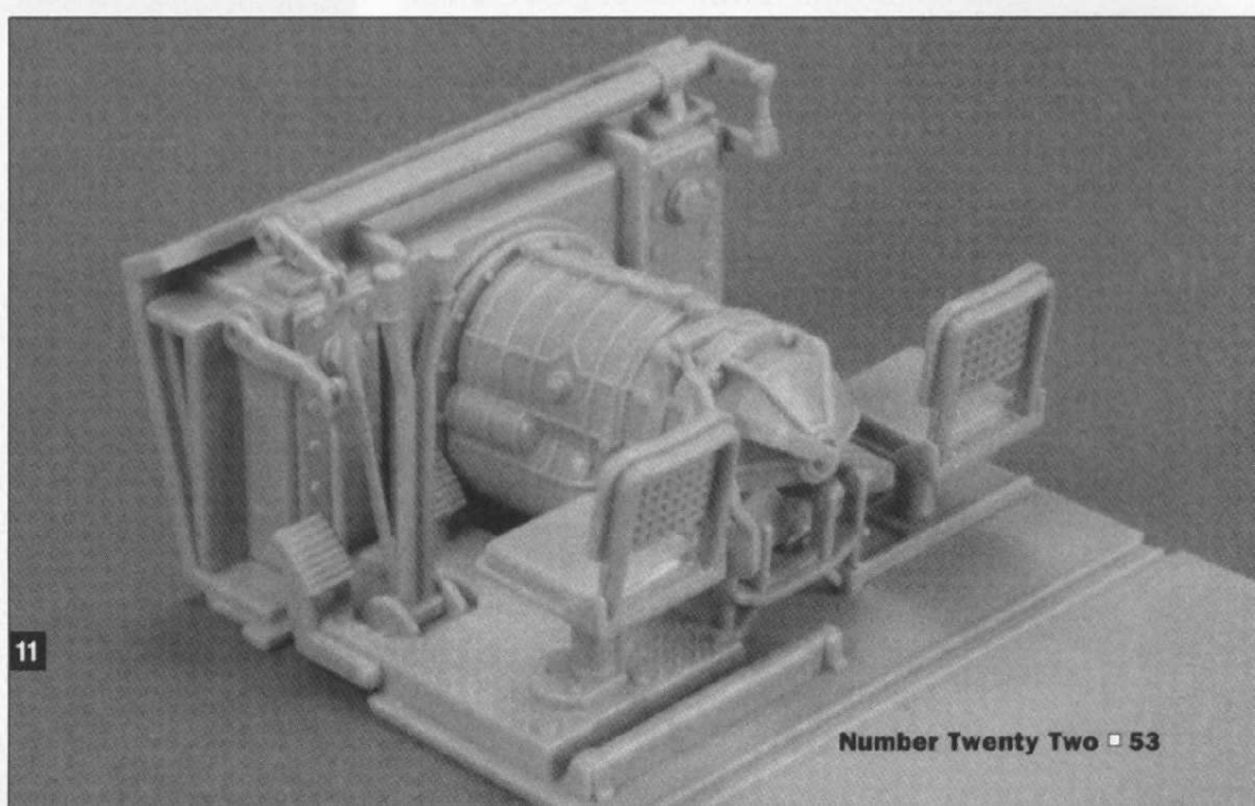












No need for any of that nonsense now, we've got a total styrene experience from Academy. This kit was first announced two years ago and for a while, I thought that it was a goner. The kit popped up this spring and I was happy to see it. My joy was partly based on the fact that Academy has never done a Sherman kit before and therefore would not be "tainted" with any old Sherman baggage. It's an all new ride and it's pretty cool.

The first thing you'll notice is the bogie trucks and if you follow the instructions, they're the first things you'll build, too. I was charmed right away, as they are festooned with casting numbers. All in the right places. You get choices, too—and choices are good. First choice: solid wheels or spoke wheels. Not only do you get a choice, but you also get inserts for the backs of those conspicuously blank wheel backs. Awesome! This choice also includes two different drive sprockets and idler wheels.

Choice number two: pick the earlier round bogie skid or the later rhomboid shaped one. Another first, this is sure to be one of the most kit-bashed items of the year.

Construction is simple and I ran into no problems here. There is a fill tab located smack dab in the middle of each bogie arm and this should be removed. It almost looks like it belongs there. The arms are meant to swing free, but beware that Sherman bogie arms swing independently. However, this is still handy when it comes time to level the model. The bogies were all added to the hull at this point. While we're down here, the hull represents the early Lee/Sherman type and is very accurate in shape and detail.

Another thing I was not expecting was a fairly complete driver's compartment. This includes a floor, transmission, seats and other gear. Everything was well executed, too. The short transmission shaft was missing, but this is hardly visible. A few of the linkages are on the thick side, too, but that's styrene for ya. The area builds into a completely self-contained module that can be lifted in and out of the hull.

I paused here and painted the area, spraying white over a dark gray base. The seats were painted khaki drab and the whole are was given a wash of Tamiya black thinned with Tamiya thinner. When this was dry, everything but the seats was dry-brushed with Vallejo white.

Portions of the inside lower hull and the inside of the upper superstructure where also finished to match this area.

With all that done, the upper hull can be attached. The fit was a little funky, but with a little superglue here and there and a little bending, it went on O.K. I did find that there was a gap in front of the transmission housing that I couldn't completely close. This area also has significant casting details.

From this point on, it is just a matter of adding all the various fiddly bits to the upper hull. I had decided on a strictly out of the box rendition of the M12, so I stuck close to all the kit parts. Some of the smaller parts were difficult to remove, as their

sprue points are really thick. The upper hull area is where most of the etched stuff would go, if you were going to go that route.

Strips are provided to represent the sand shield mounts. They don't line up when installed. Either the front or rear strip was often missing in the field (as were the shields). I installed both for you to see.

The tools are pretty respectable and I noticed several different choices there, too. I hope that this indicates other Sherman variants in the line. When the M12 was announced, they also announced an M10, M36 and an Achilles.

Calling a spade a spade

The spade is broken down into nine different parts. I was dubious that it would actually build into the subassembly, but it worked great. On the real M12, the spade was raised and lowered by means of a cord and pulley system. The pulleys themselves are among the smallest parts in the kit. Each is composed of three small parts, the pulley housing (two halves) and the pulley itself. Academy thoughtfully provides black twine for the assembly. Much of the cord is hard to get at later.

There are two arms that attach to the spade and these are to hold the spade assembly up during travel. These are pretty basic and you may want to rebuild them. The instructions give you the old "heated screwdriver" routine on their attachment, but I simply glued them on.

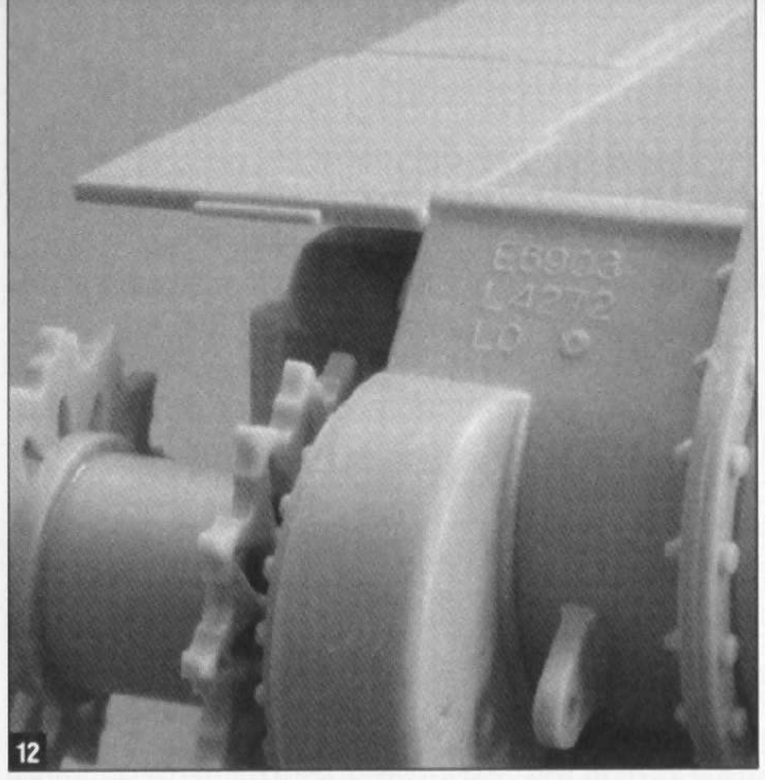
The mounting points for the spade are the tops of the idler wheel adjustment mechanisms. It's best to add these to the spade first, then glue the whole thing to the hull. The spade will flop around quite a bit, so I'd suggest letting it dry thoroughly if you're inclined to leave it workable.

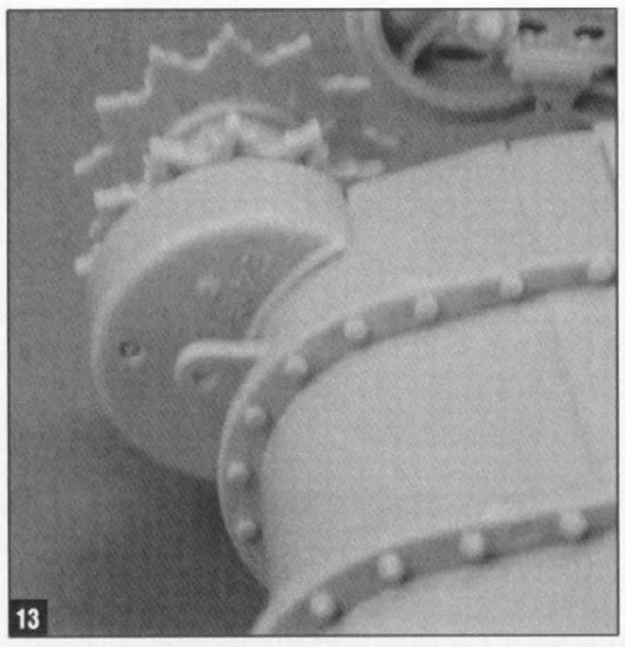
The pulleys are attached to the hull and spade with obscenely small u-shaped handles. They are real delicate, so again be very careful of them. I rigged my pulleys up and ran the twine through, then set the spade at the proper angle and froze everything thing in place with small drops of superglue.

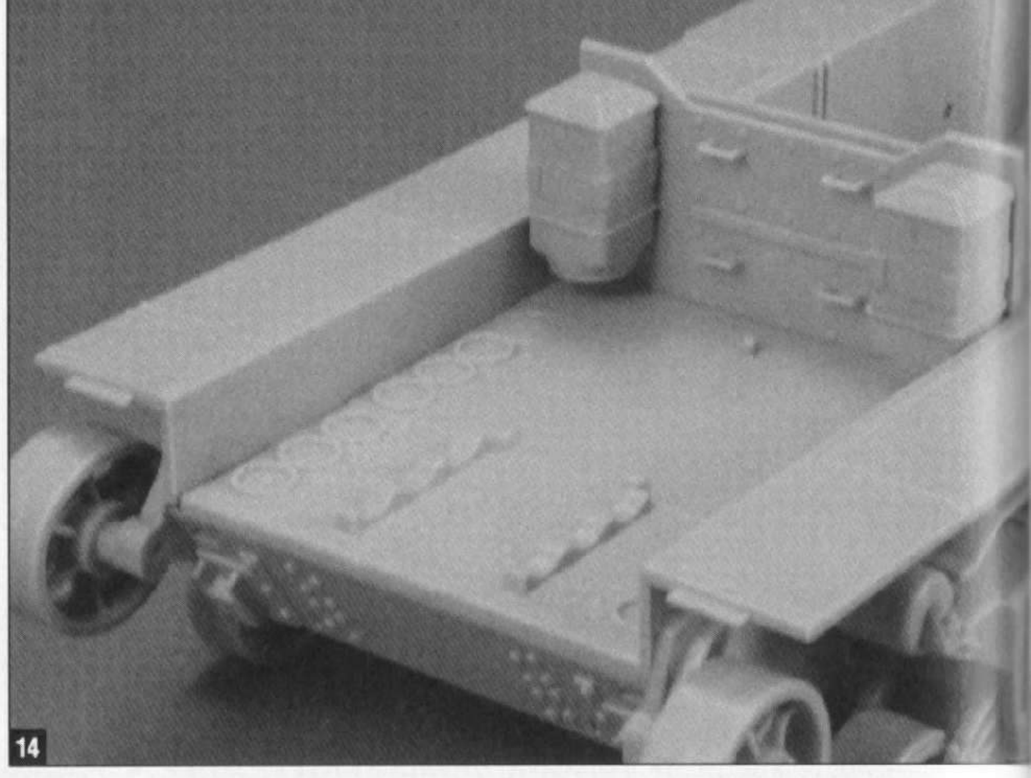
Finishing up the hull meant adding the rest of the parts around the gun compartment. This can also be tricky, as some of the interior panels may be difficult to fit due to problems with the fit of the upper hull. My problems were minimal, but beware of this as a potential.

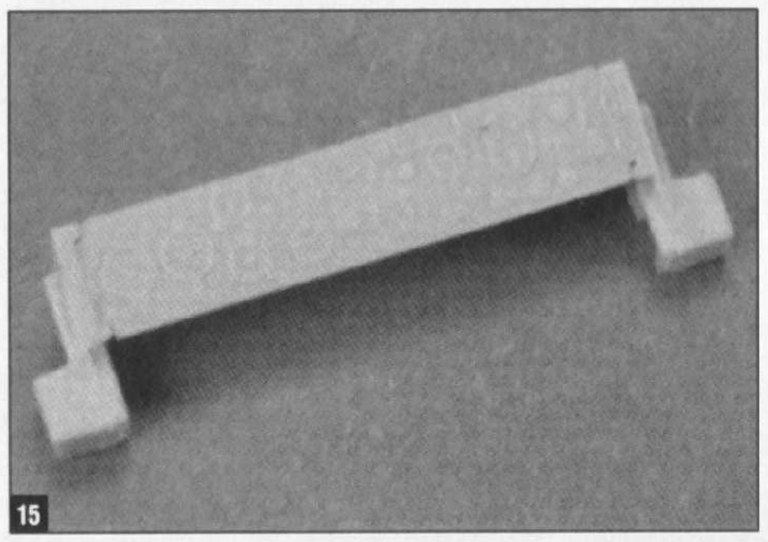
Size does matter

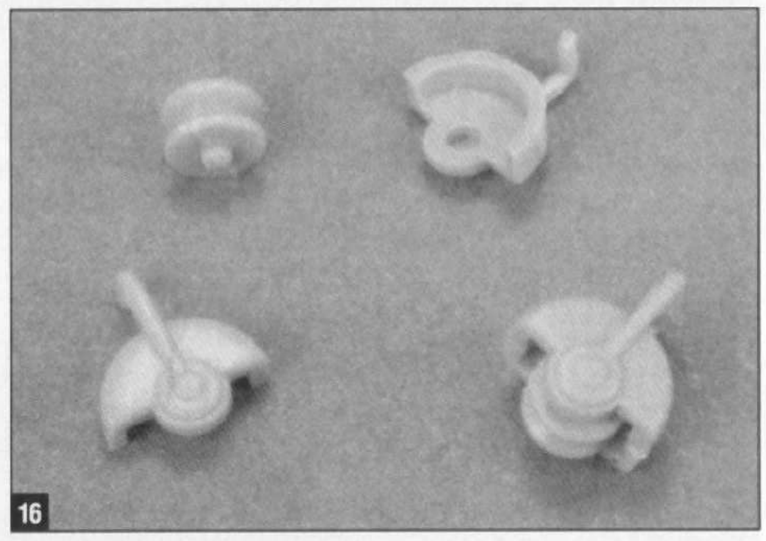
One of the coolest features of the M12 is the gun. Academy gives us a nice and simple rendition. The main barrel is split along its length, tank style. And stuff just gets stuck onto this. The cradle and its table build into a sweet little subassembly. The elevation wheels, gun sight and other gear are all present. When it's finished, the whole gun, table and cradle can be lifted in and out of the hull.

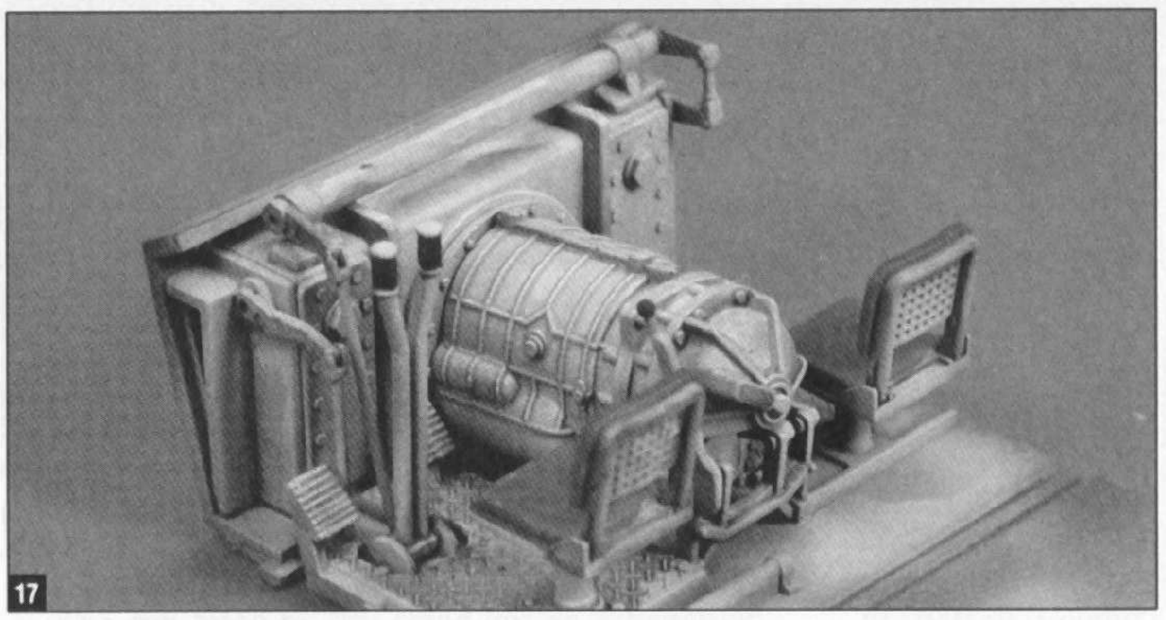


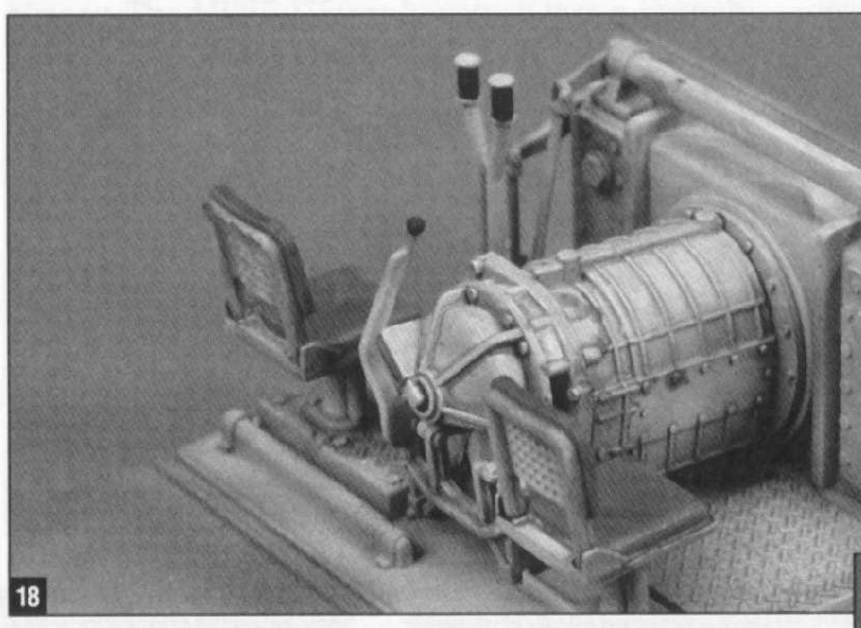


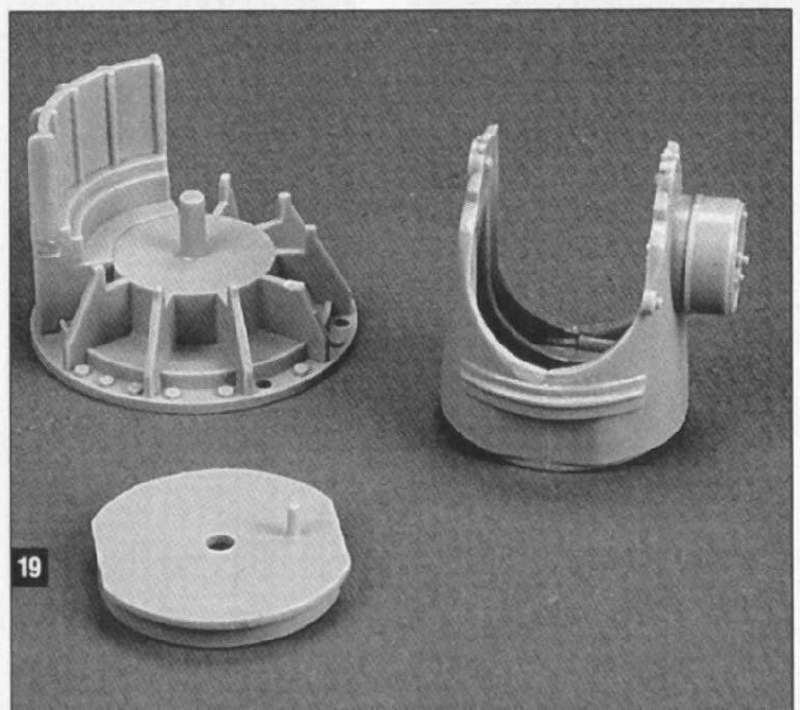


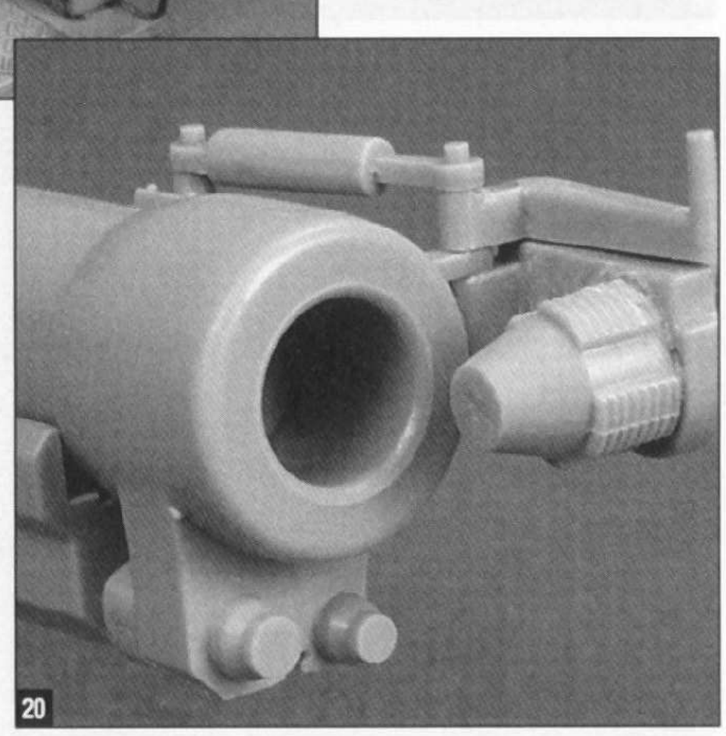




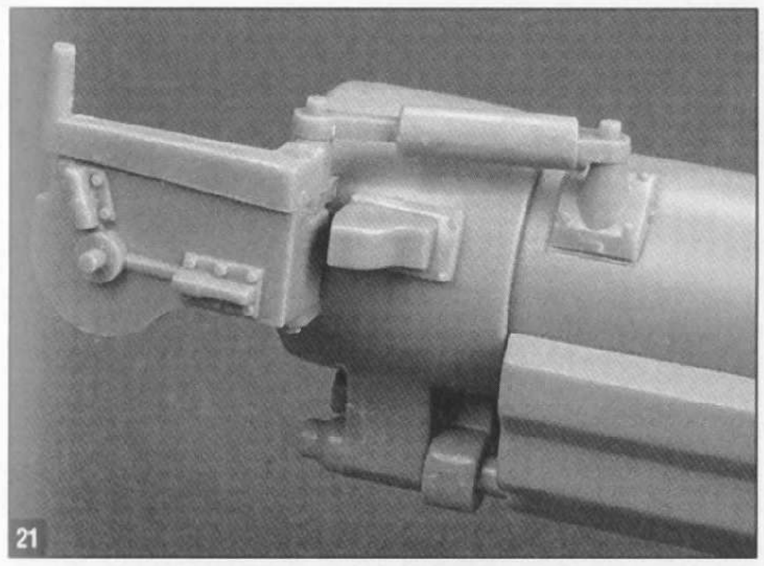


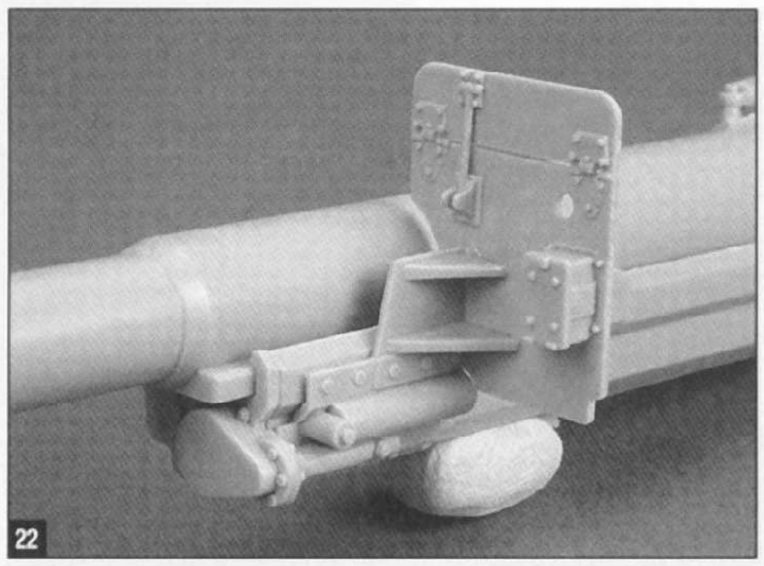


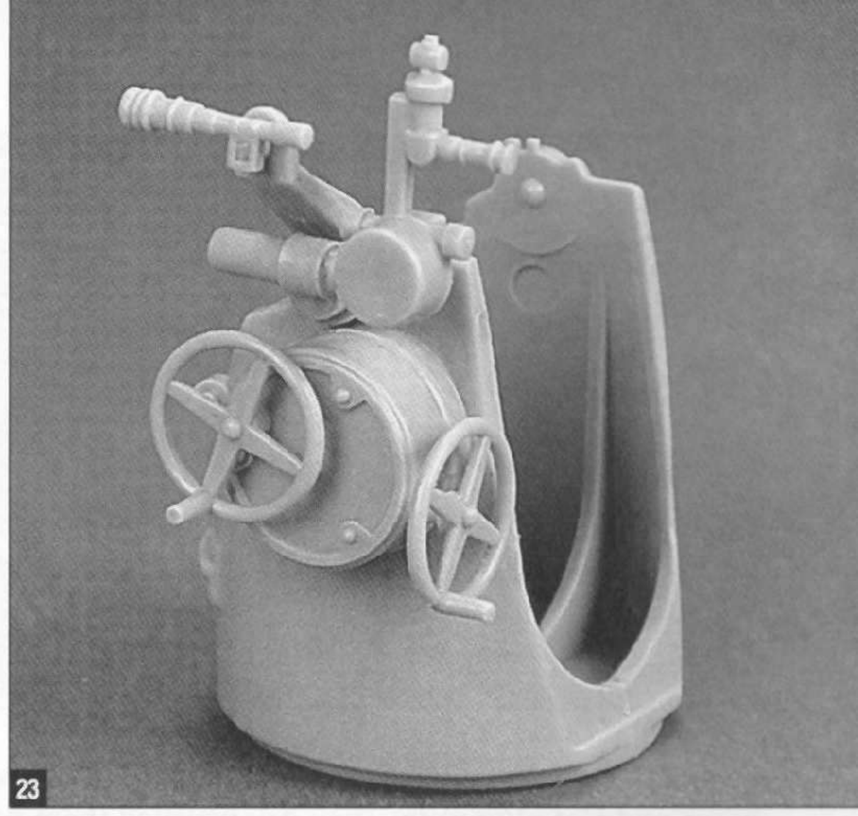


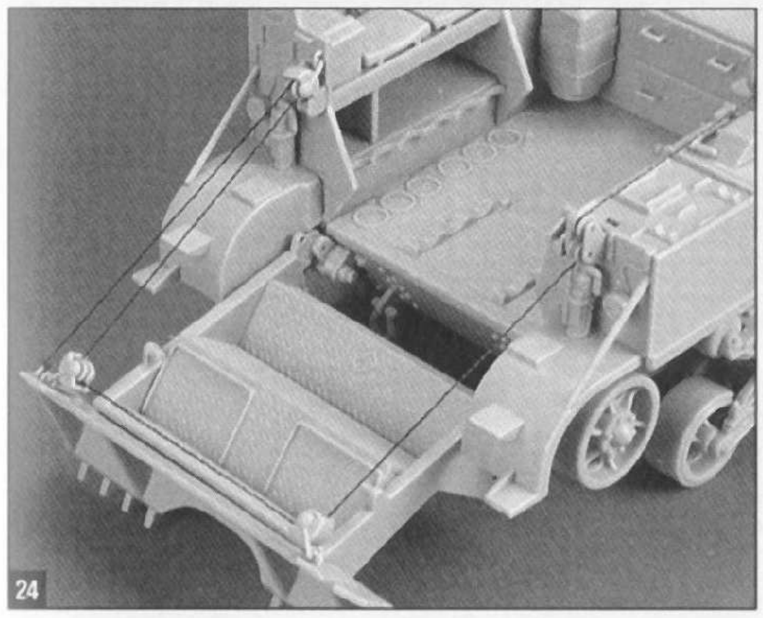


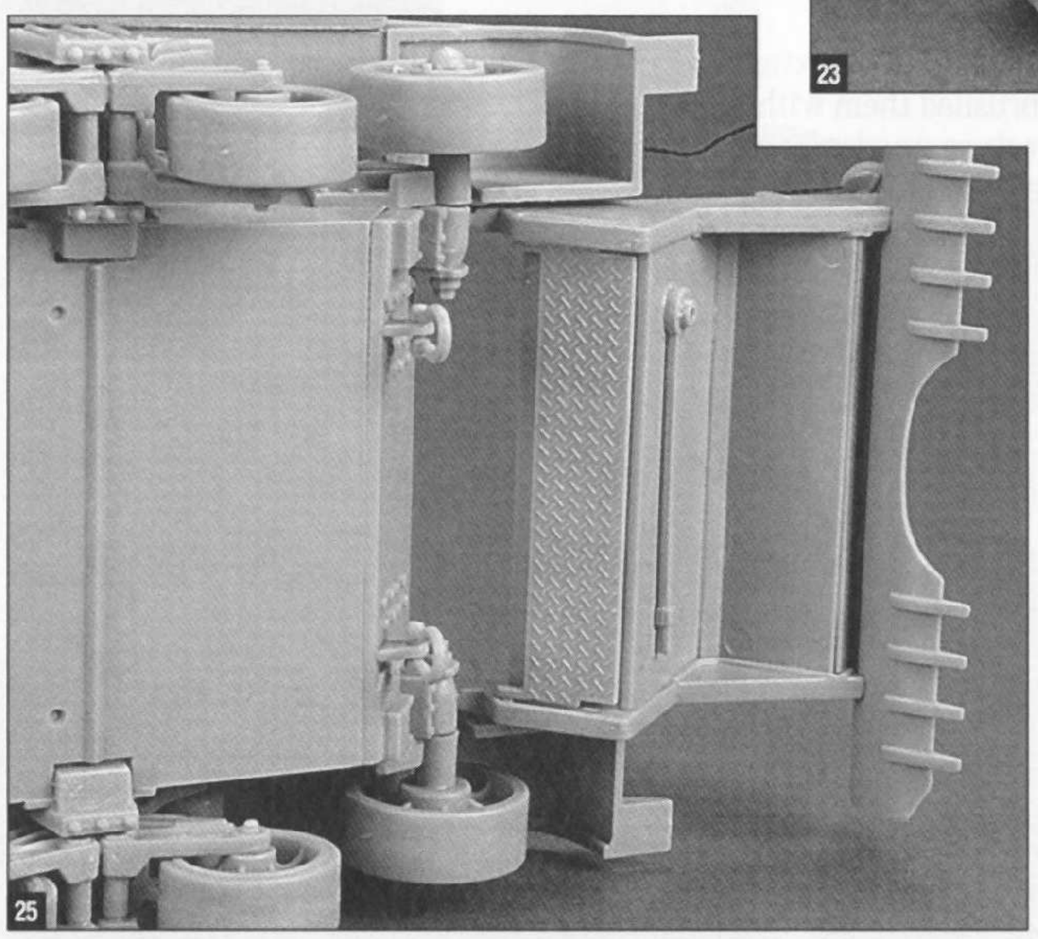
12. The three-piece nose contains some more of that casting detail. 13. It's even on the final drive, where you probably can't see it 14. This is the basic fighting compartment, prior to adding the upper hull. 15. Unfortunately, the finely detailed instrument panel is completely hidden after the hull is buttoned up. 16, 17. Two views of the built and painted interior module. It was very easy to finish in advance. Most of it is still visible after the hull is added. 18. Here are the pulley parts, two halves for the housing and the pulley itself. A total of three get used. 19. The gun table and cradle. 20, 21. The breech. It's nice to see the breech plug included so that the assembly can be shown open. The handle on top should sit across the breech when it's closed.











22. The sight shield has some very nice rivet detail. Also note the small t-brace that is used to raise and lower the top of the shield. 23. The completed cradle with its attendant elevation wheels and sight. 24. The spade gets laced up with fine black cord. Be careful, the model starts to get very delicate at this stage. I later broke some of the pulleys and they were very difficult to fix. 25. You won't see this later, unless the spade is shown in the up position. The track adjustment tool mounted on the bottom of the spade. 26. A close-up of the double-back pulley and the crank. The handle is stowed next to the crank (heh-heh, he said, "crank"). 27. One of the finished shells after painting and decals. The instructions call for black shells and the decals are white. I think dark OD is more accurate with yellow letters. If you want to accomplish this, before flat coating the shells, add several light coats of Tamiya Clear Yellow to the letters. Stick generally to the letter shapes and use a fine pointed brush. Try it, it works. 28. The finished back end. With the shells in there and the spade laced up, it looks pretty cool. 29. A better view of the shells from above.

Carriage color

I painted the entire vehicle in Tamiya acrylics, starting with basic black, then layering on several light coats of olive drab (XF-62). The instructions indicate that the shells provided should be painted flat black, but I think this is incorrect. I believe that WW2 ammo should be dark OD with yellow lettering. Some shells also have a brass band and a brass fuse. I wasn't sure on this specific ammo, so I stuck with the suggested scheme. The shells as provided in the kit have their lifting lugs installed. This is how all shells were shipped and this lug was screwed in the top were the fuse later gets installed.

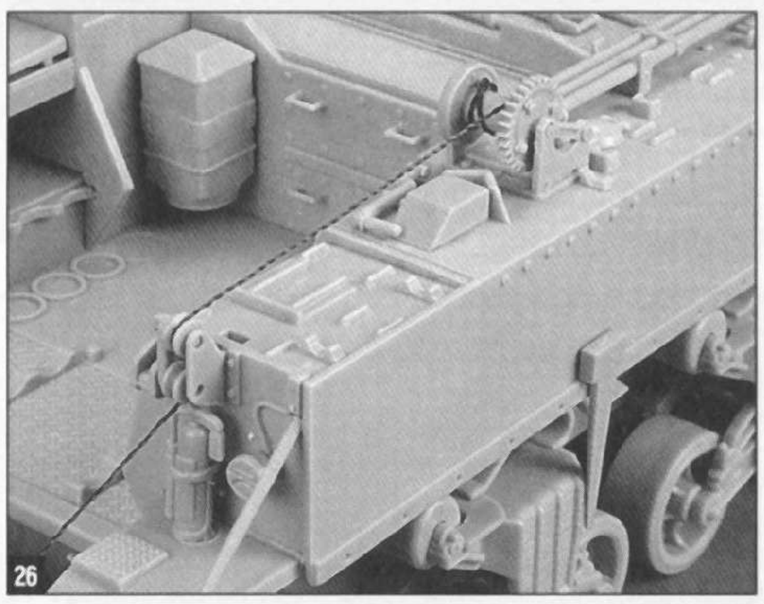
I sprayed them all Tamiya gloss black (X-1) and used the kit's decals (which are white). Solvaset was used to snuggle them down and they went down well. I used Gunze clear flat later and they was nary a trace of film leftover.

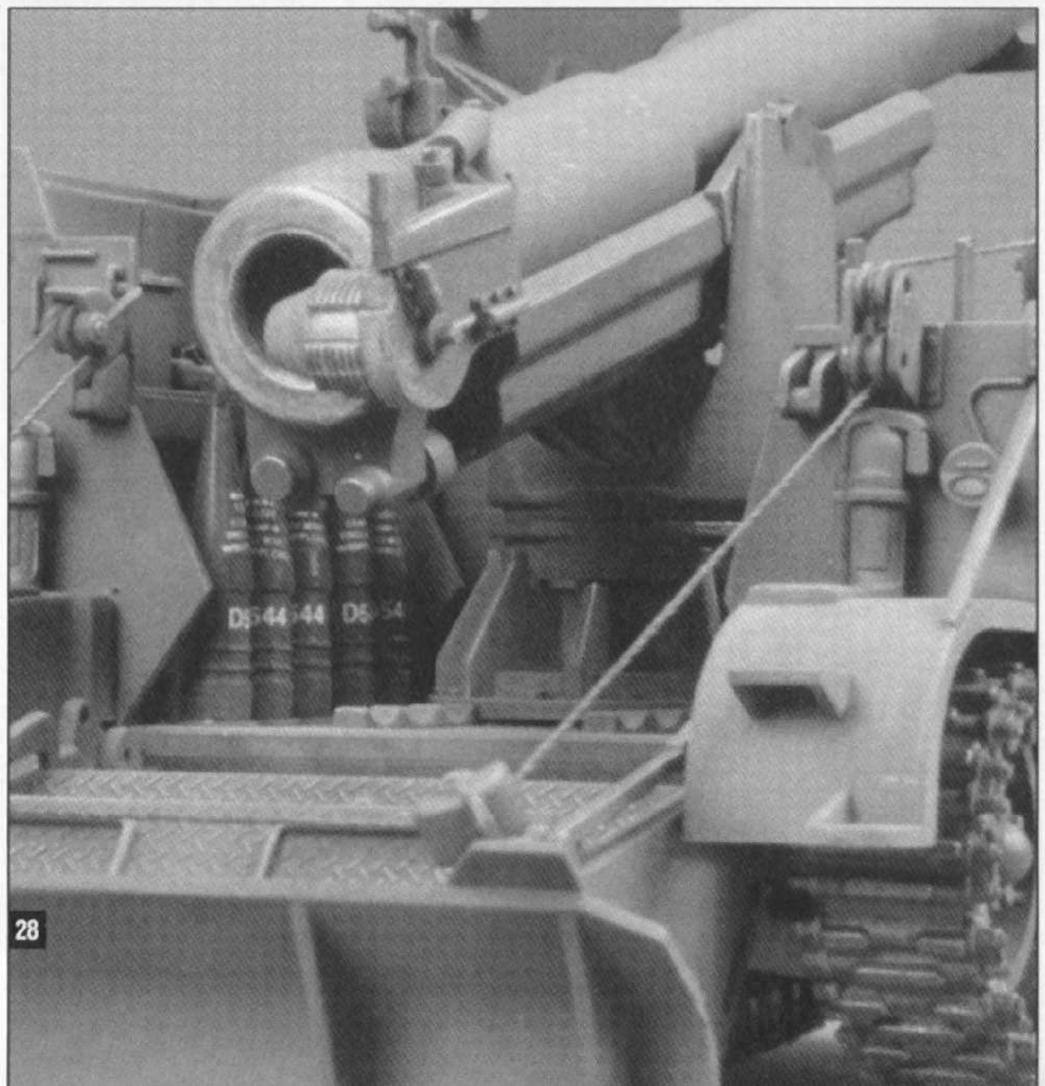
I went a little wacky with the rest of the markings. I prefer dry transfers, so the stars and registration numbers are all from Archer. The name "Alabama Boomer" is fictional, but it was common to see large nicknames on self-propelled guns. This became even more common in Korea and later in Vietnam. The lettering is a style common on hand painted signs in the '40s and is from a railroad dry transfer set.

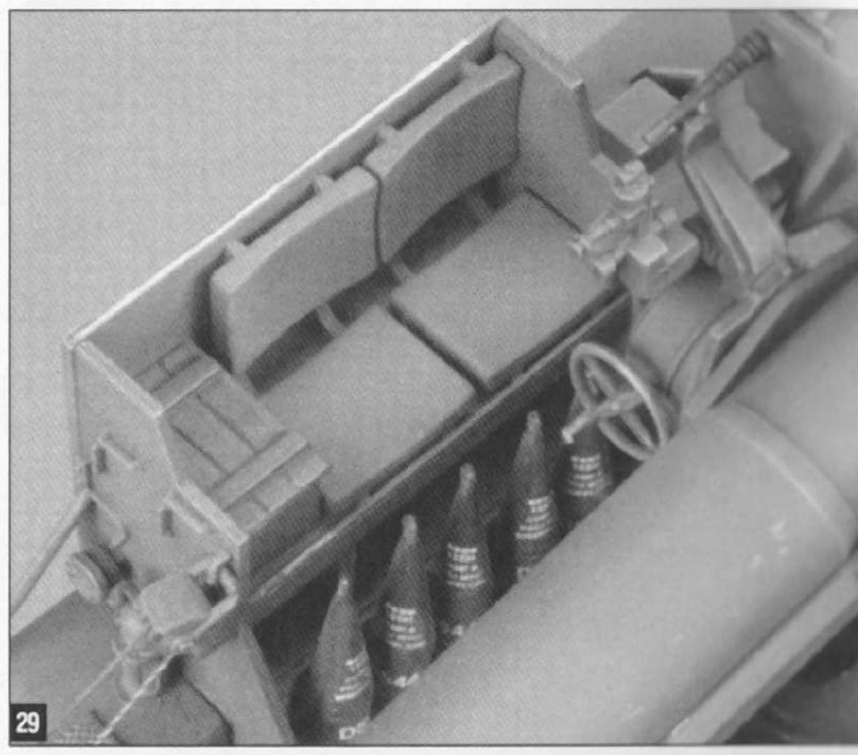
The model was weathered with an oil wash and Berol Prisma-Color pencils. I used bright silver and a dark metallic color to show normal wear on the hatches, etc. The tread plate areas, especially, were hit with the bright silver color.

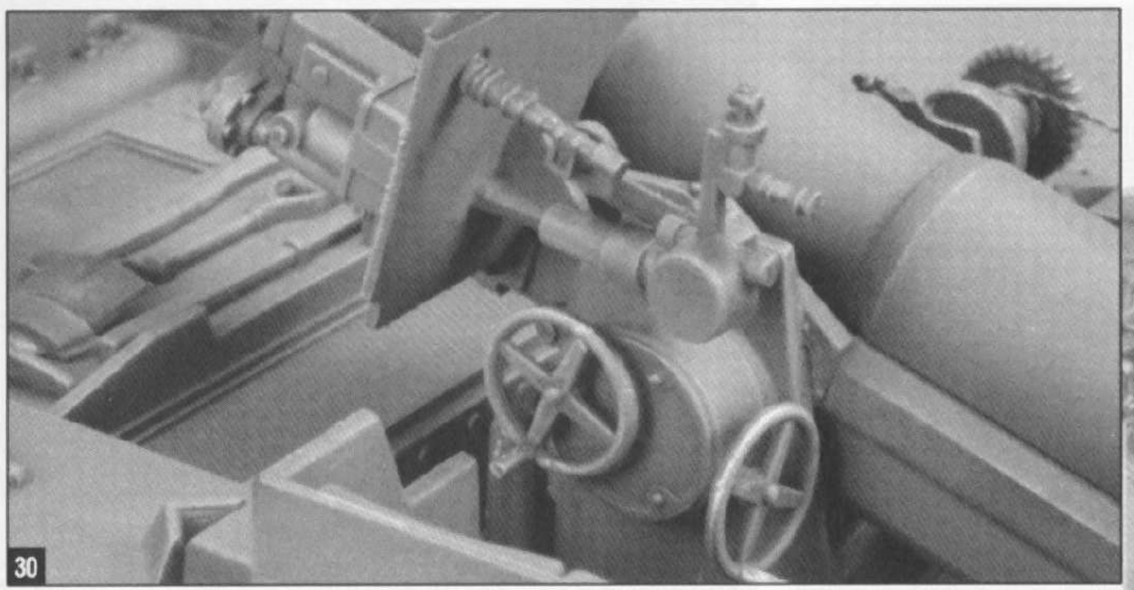
Too loose: la tracks

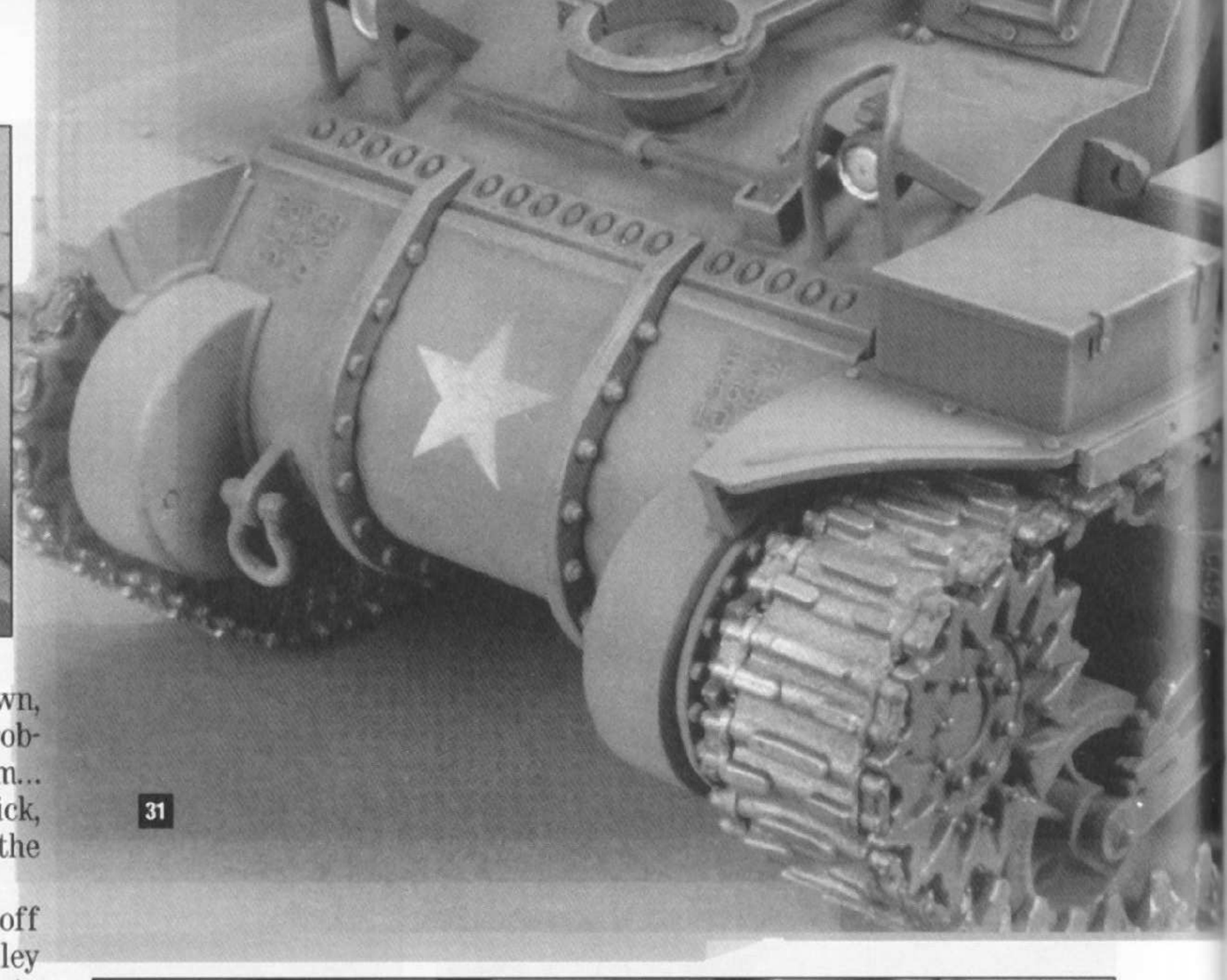
The tracks were a bit of a nightmare. They represent the T49 steel cleat type well, but they are not of the newer type that takes paint and glue well. I used the warm screwdriver method to close the loops. I painted them








30

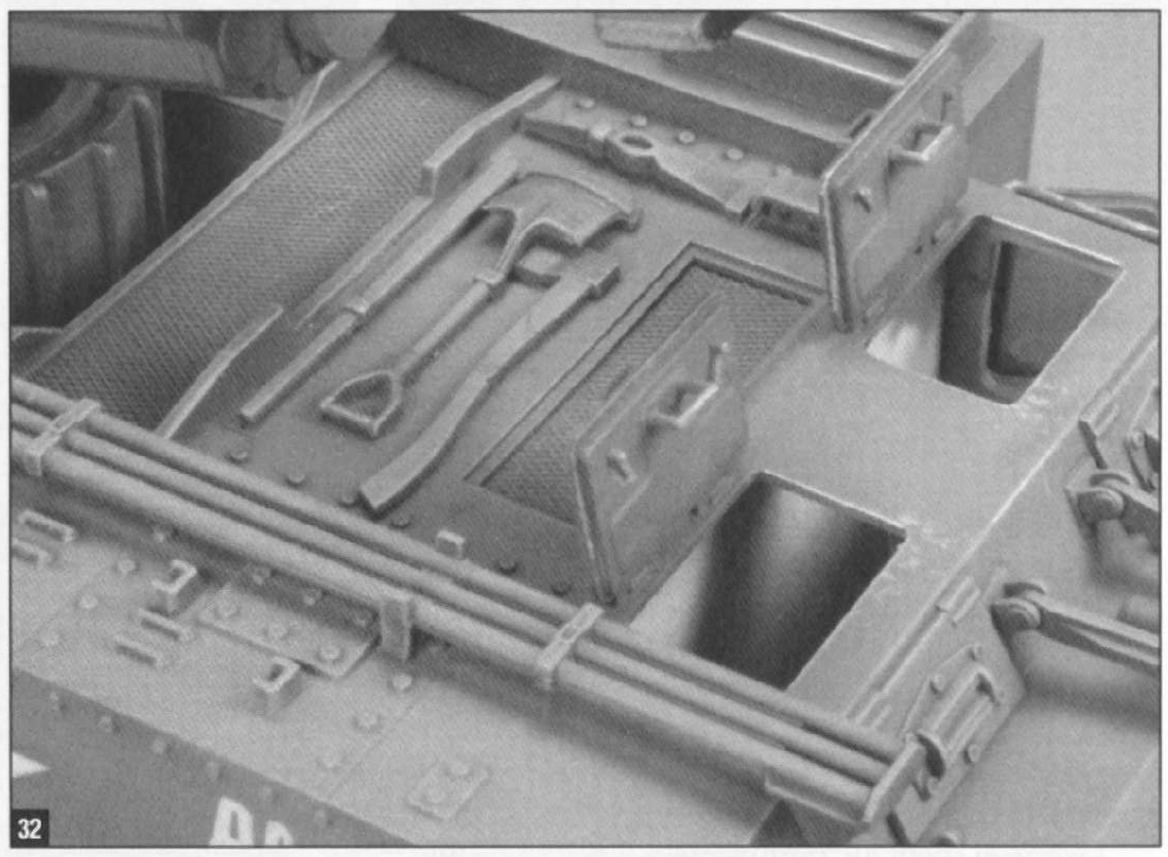

31

with several lightly sprayed coats of my track mixture, which is red brown, black and flat aluminum, then dry-brushed them with bright silver. The problem started when I noticed that they were way too loose on the tank. Hmmm... I thought that removing three links would do the trick. Well, it did do a trick, which was break off the idler wheels and screw up the drive sprockets. In the process quite a bit of the paint on the tracks was banged up, too.

I repaired the idler wheels with brass tube, but also managed to break off the idler wheel base on one side. In addition, as I suspected, one of the pulley handles popped off and with tension on the winch string, it was major a pain to replace. Wow! Eventually, everything went back together. Two links is perhaps, more appropriate, but the fit is still very tight. I'm still casting anxious glances in the direction of the kit. A tight fit is a necessity in order to get the tracks to hug the running gear, as they should. I reattached the runs with steel wire of the same type used in the Friul track sets.

Now, I realize that this is nobody's fault, really. But the tracks are too loose, so either perform the surgery or chuck 'em. With all the after market gear out there, this shouldn't be too much of a problem.

30. The gun sight doesn't quite line-up with the hole in the gun, but it's close. The elevation handwheels are well-done. 31. The finished nose end. Check out those casting marks. The slightly concave shape of the portion of the tracks that wraps around the drive sprocket indicates the ultra tight fit of the tracks. Fortunately, there are plenty of after market options. 32. The engine deck is where most of the tools are stored on the M12. The long things are the gun cleaning rods. 33, 34. A surprising amount of the transmission and interior remains visible through the open hatches. 35. The front of the main shield with its delicately molded base.


32

And In the end...

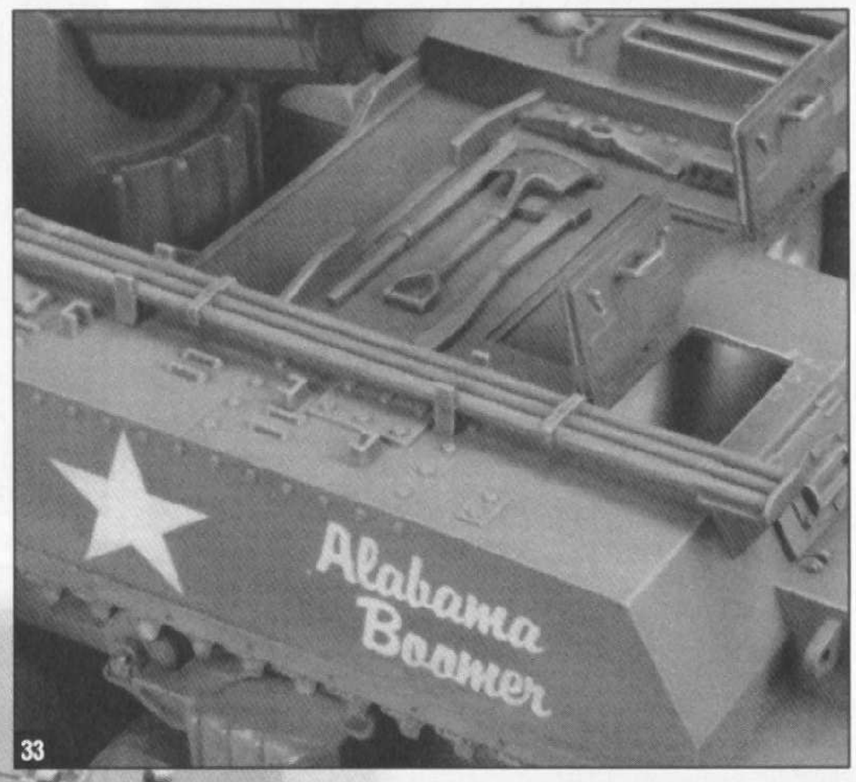
Dry-brushing various olive colored acrylics (Vallejo) and a brief dusting with pastels accomplished the final weathering. As I mentioned, the gun was completely painted and weathered off the carriage. When the model was finished, the gun was simply placed onto the hull. The fit of the carriage is sufficiently tight to not require glue.

Overall, I think the kit is a winner. The many innovations in the suspension and the interior module are the biggest pluses. Most of the kit was easy to build and accurate in appearance.

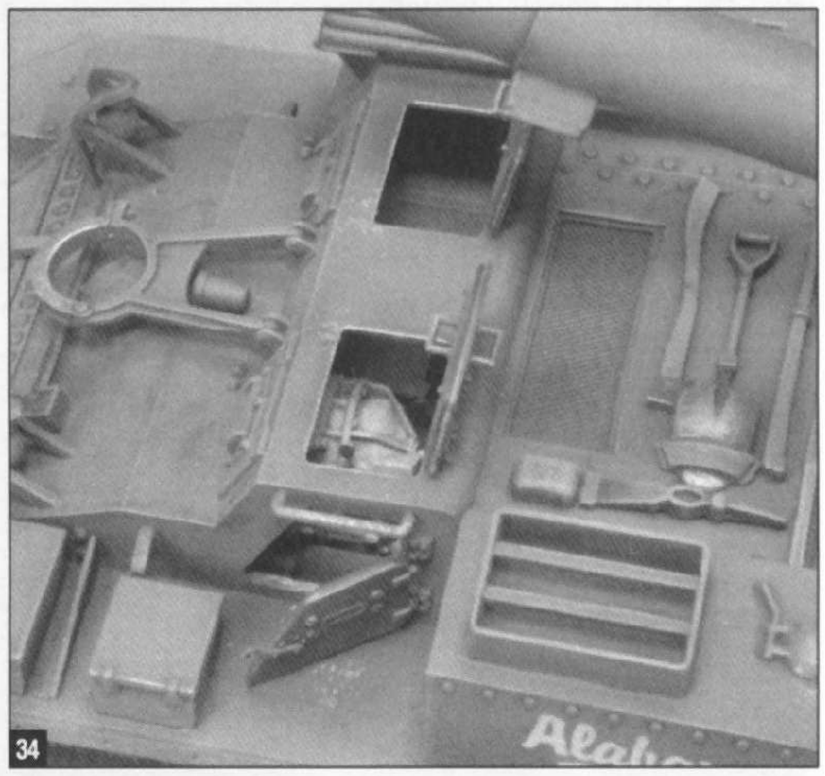
Anyone wishing to add photo-etch details will have a field day due to the open topped nature of the vehicle. I am pleased.

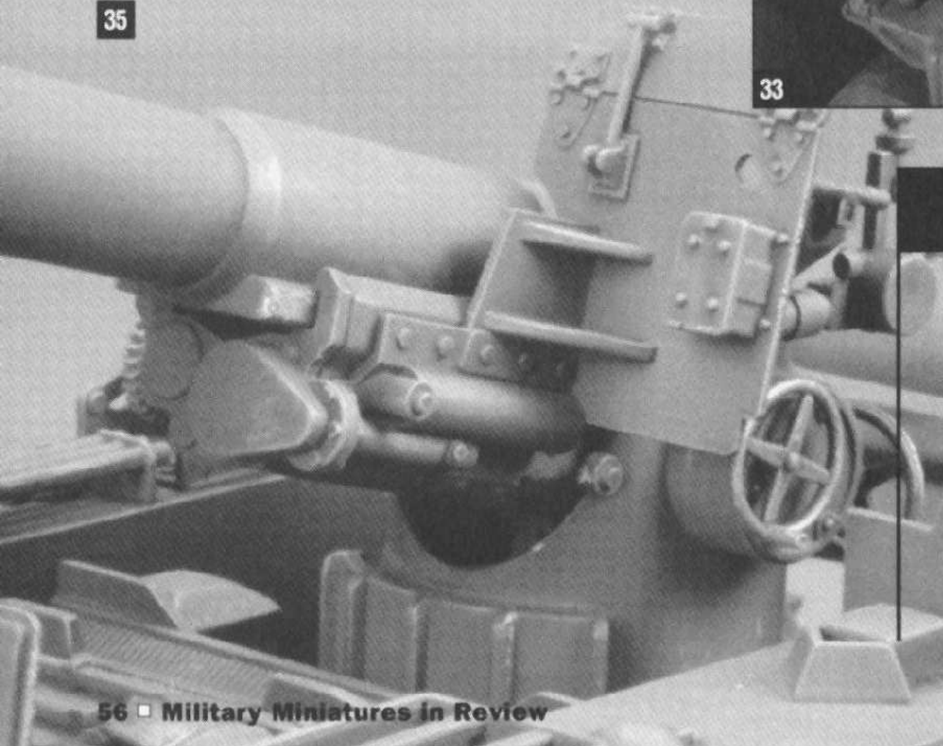
If this is what we can expect, I look forward the to M10, M36 and Achilles!

—Pat Stansell



33


34


35

MMiR RECCE

Academy M-12 155mm Gun Motor Carriage. Kit number ACY1394. Kit graciously provided by the manufacturer. Suggested retail price $35.00.

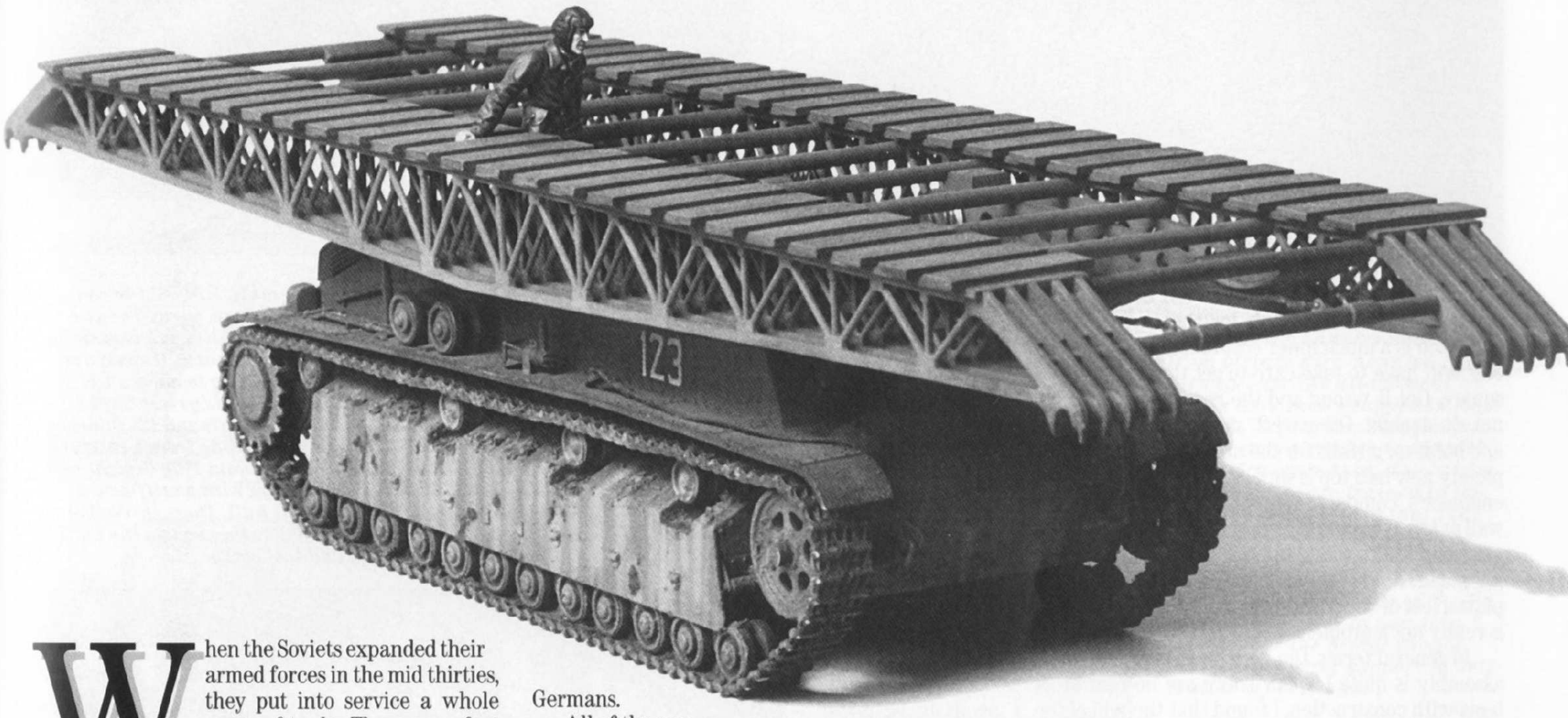
References

Sherman, A History of the American Medium Tank by R.P. Hunnicutt, Presidio Press, 1978. ISBN: 0-89141-080-5. As you'd expect, the book contains the complete story of the M12s development. Nice, large photos.

U.S Self-propelled Guns in action by Jim Mesko, Armor Number 38, Squadron/Signal Publications, 1999. ISBN: 0-89747-403-1. This recent title covers the M12 pretty well, with several combat photos, including one of the box-art vehicle. Line drawings and color plates, too.

Bridging the Gap

ICM's Massive T-28 Bridgelayer



When the Soviets expanded their armed forces in the mid thirties, they put into service a whole range of tanks. There were fast light tanks, medium tanks and heavy tanks, all of them of riveted design and featuring multiple turrets. At this time, the army was aware of the need for speed and mobility and that this could be curtailed by the lack of bridges across waterways in Russia. Thus there was a need for a mobile bridge system, light enough to be transported but strong enough to take the weight of the heavier vehicles. The T-28 medium was chosen as the basis for the system as it was fairly large and had ample reserves of power from its M-17L V-12 engine, which was capable of 450HP. The vehicle was designed by the Kirov factory in Leningrad during 1940 and went into service in time to see the start of the War against the Germans.

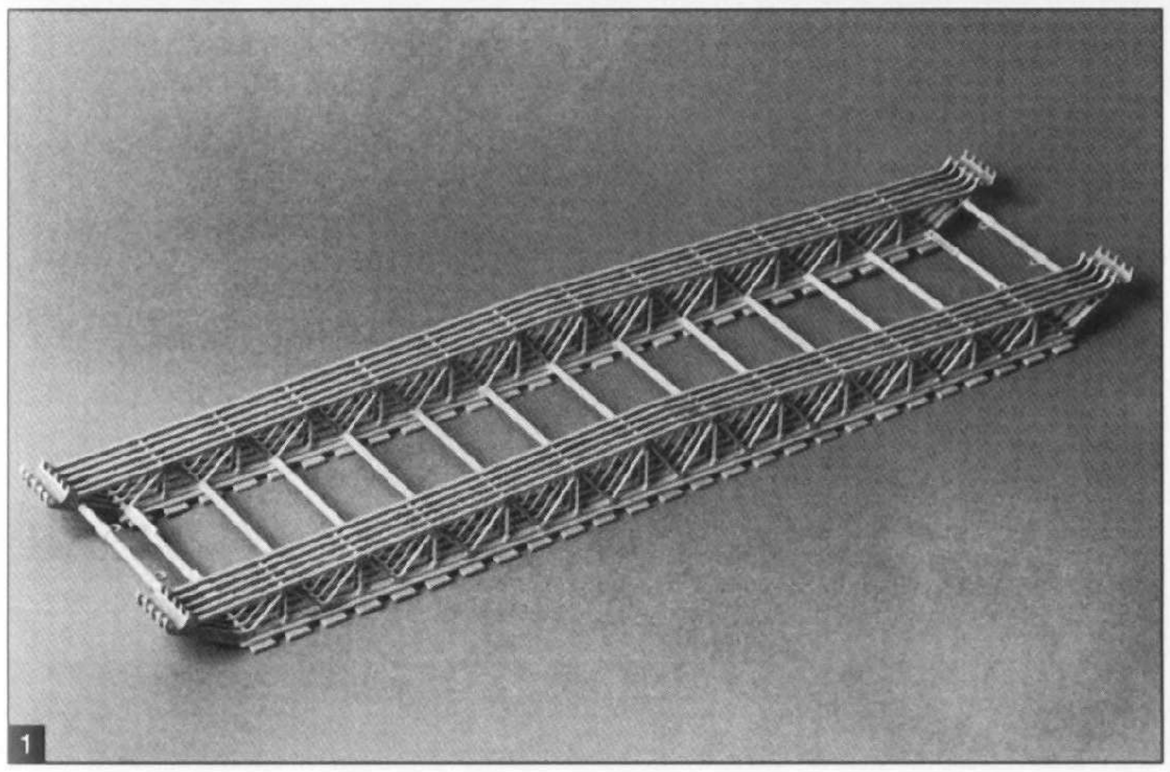
All of the gun turrets were removed and the superstructure was redesigned to allow a winch to be fitted internally. Two arms were fitted to lever the bridge on and off the tank. There was also room for the engineering crew and their equipment. The bridge was a skeletal design, with five identical frames on each side, spaced out by tubular cross members. Wooden tread ways were fitted along the top of each side. The bridge was capable of taking a 50-ton load and could span a 12.5 meter gap. The tread ways were very wide and could take the full range of Soviet tank designs. The bridge weighed 4 tons and was 13.3 meters long. The tank itself weighed in at 25 tons, with maximum armor on the basic hull at 20mm, although the control housing had 50mm plate on the front face.

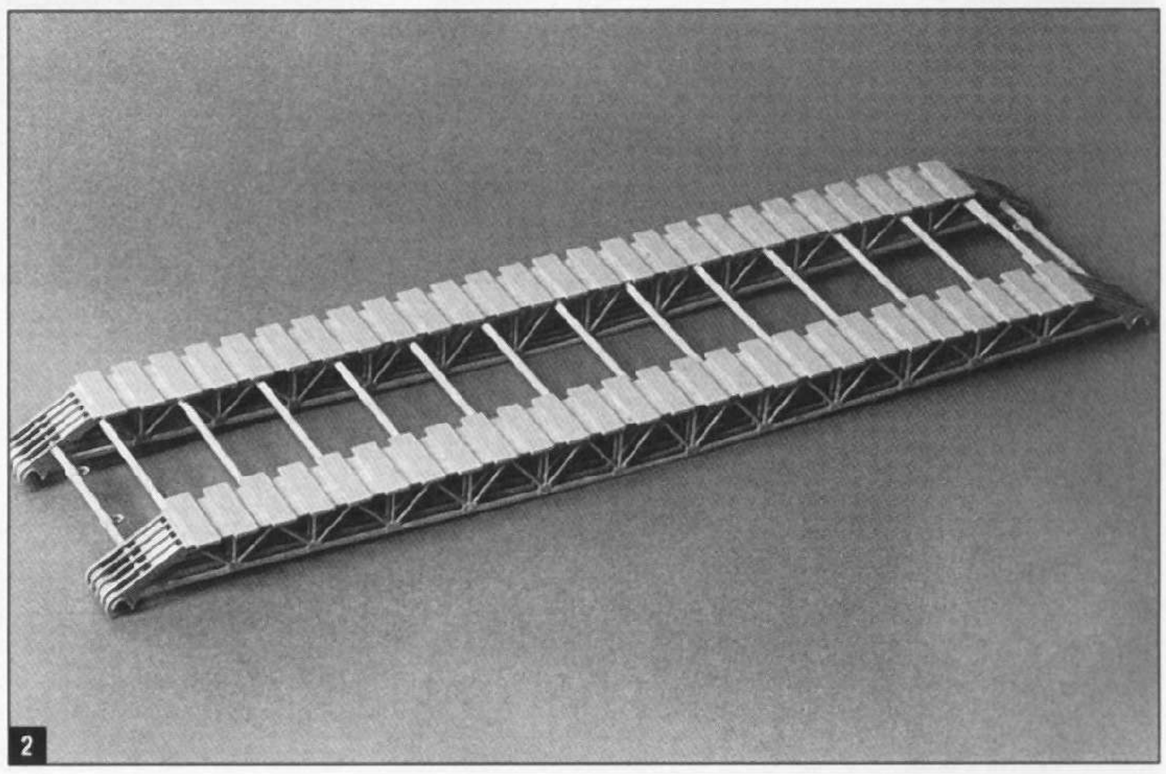
Two ball mounted 7.62mm DT machine guns were fitted for self-defense, located on either side of the driver's compartment.

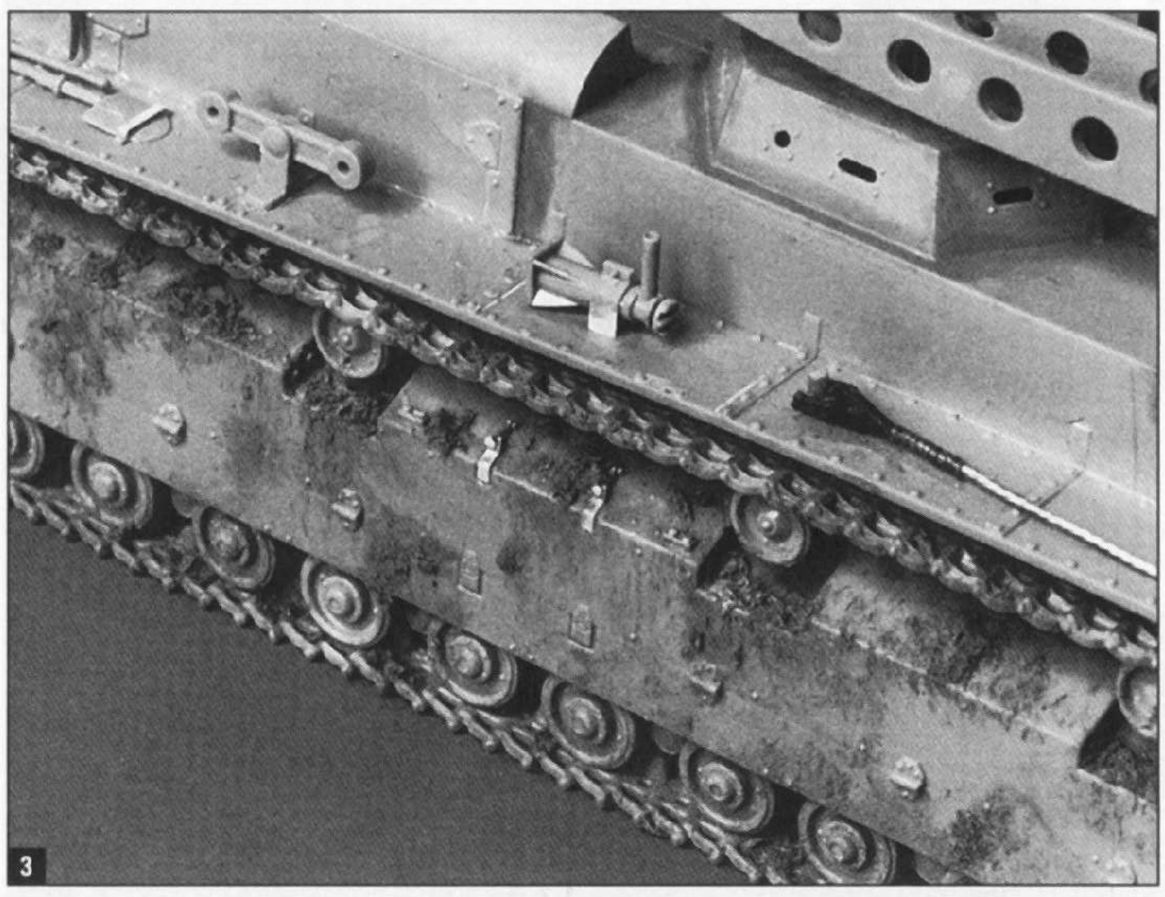
Very little else is known about the tank, as there is no example in existence today.

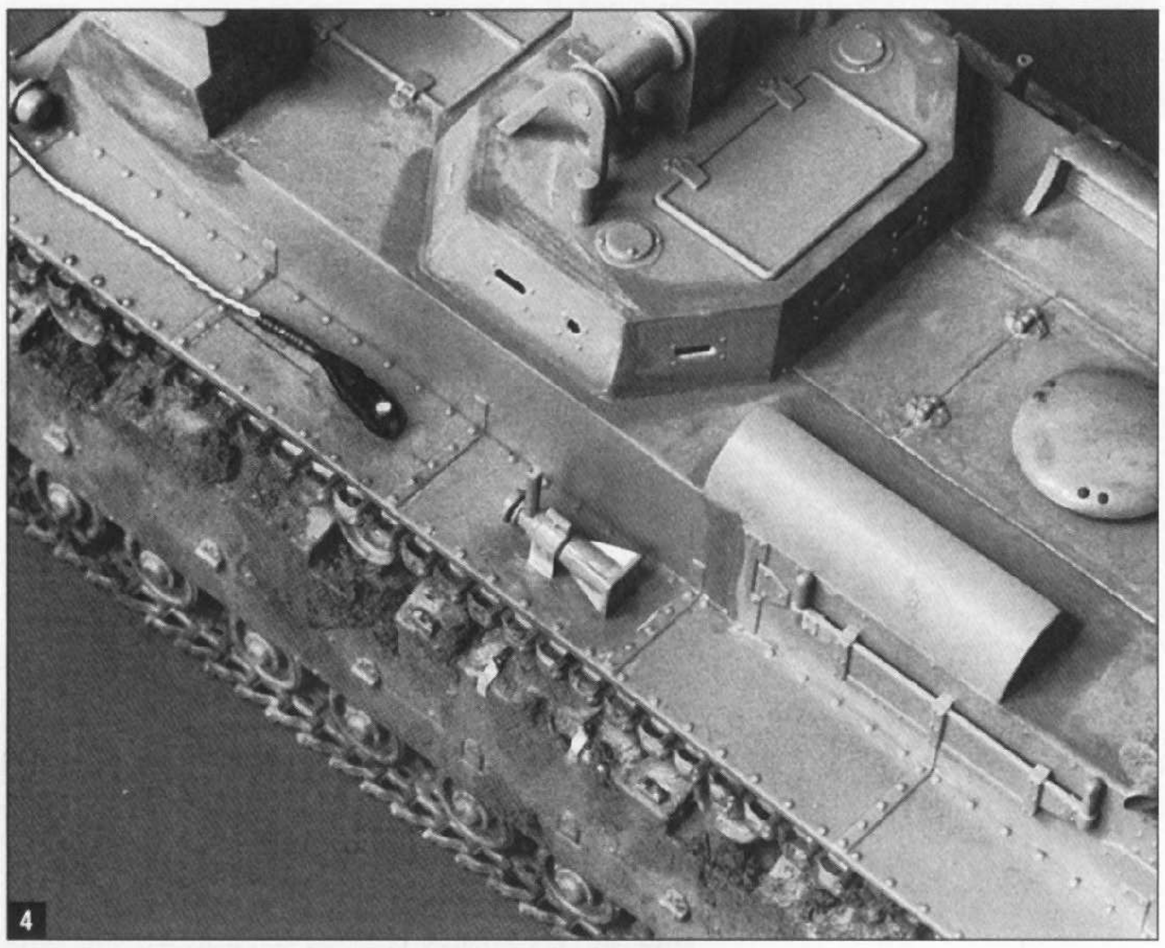
The kit

Ukrainian company ICM's kit follows on from their previous T-28 and uses many parts from it. These are the lower hull, engine deck and the suspension and tracks. The original kit featured a basic engine, but it has not been supplied with the IT model. Molded in light gray plastic, the chassis is similar to most Eastern European kits in that the


1


2





1, 2. The completed bridge assembly. ICM is to be commended on the molding of these large parts. They were very straight and build into a very solid sub-assembly. If they are willing to mold such large parts, it makes one wonder what else they may be willing to mold... 3-6. Since the IT-28 was used near wet and muddy river banks. I decided to weather it more heavily around its running gear and suspension. "Mud" was made from a mixture of Humbrol Body Putty, Humbrol Liquid Poly Cement and static grass. This was stippled on with a stiff brush along the sides, rear and front hull. These three shots also show some of my added details, such as the towing hawsers, grab handles and tool clasps.

parts are generally flat, whereas Far Eastern competitors tend to use a tub for the chassis. ICM's approach is a much lower cost option and the modeler will have to take care to get the assembly all square. Get it wrong and the resulting model will not sit straight. Otherwise, assembly is quite easy and holds no pitfalls for the novice modeler. A completely new hull top is supplied. To this is added the engineer's compartment and winch housing, as well as two supports for the operating arms. I had to use some filler around the winch housing but nothing major. As the suspension is hidden behind side plates, lots of the detail has not been molded, but it is really not a problem.

In general terms, the kit is well engineered and assembly is quite logical. There are no real problems with construction. I found that the wheels on my kit had not all been molded properly. On some of them the detail was indistinct so these ones were used to face inwards on the suspension units where they could not be seen. The best wheels were reserved for the outside faces of the suspension and the spare wheels fitted to the fenders.

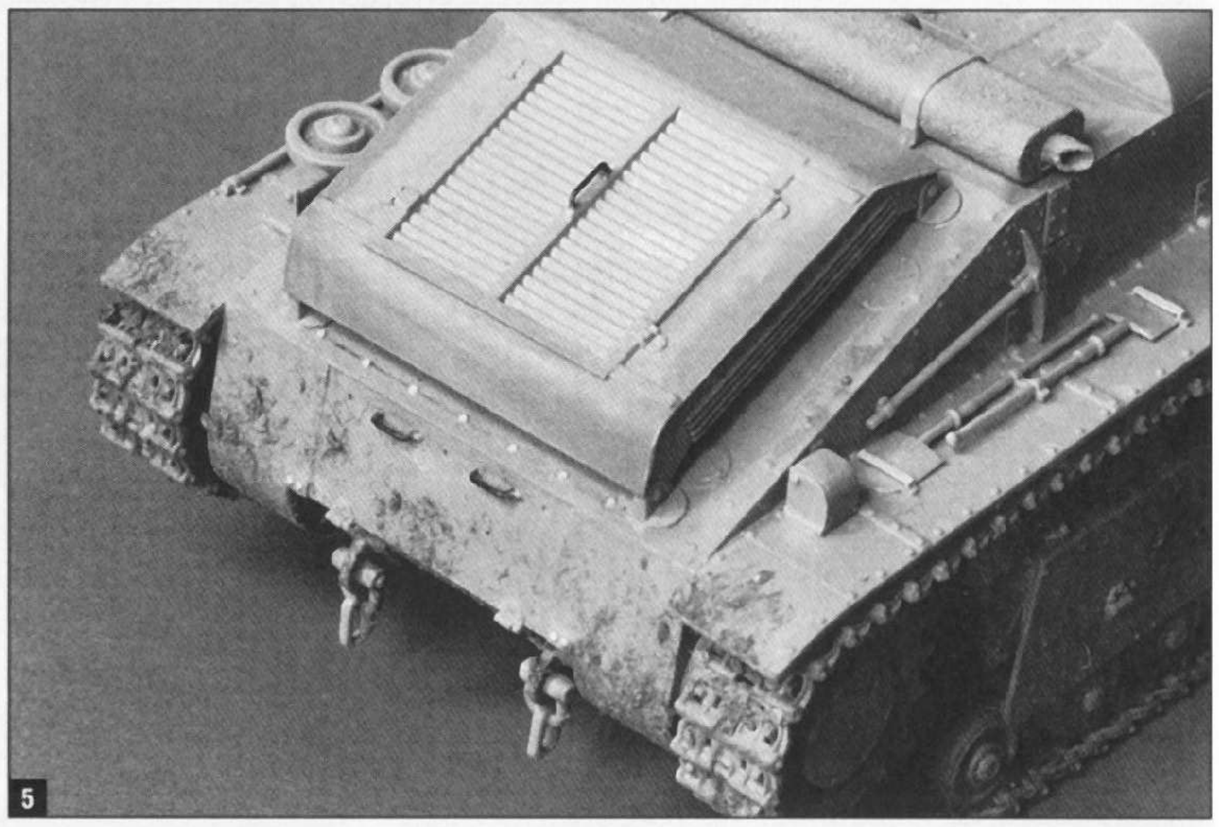
The instruction sheet is nicely produced. As well as a short history of the tank, it features sprue layouts so that identifying and finding the individual parts is not a problem. Some purely T-28 parts are not used and they are highlighted as such. A further three pages deal with construction and color details are called out during the construction sequence. Three vehicles are shown on the markings page, two Soviet and one tank which was captured and used by the Germans. Colors throughout are referenced to Testors and Humbrol paint numbers.

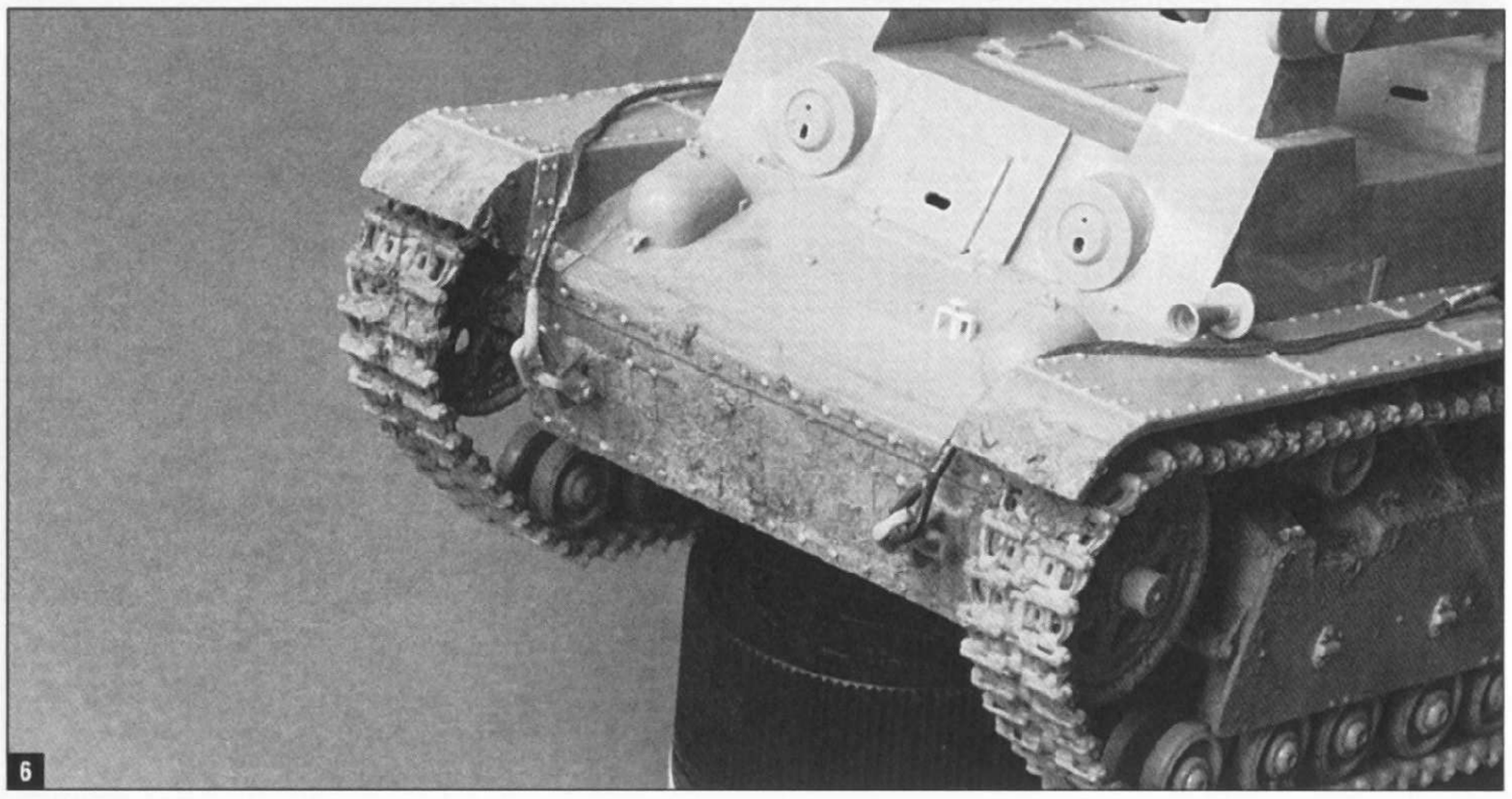
The tracks are individual links, which are time consuming to clean up and assemble, but they look good once in place on the model and painted.

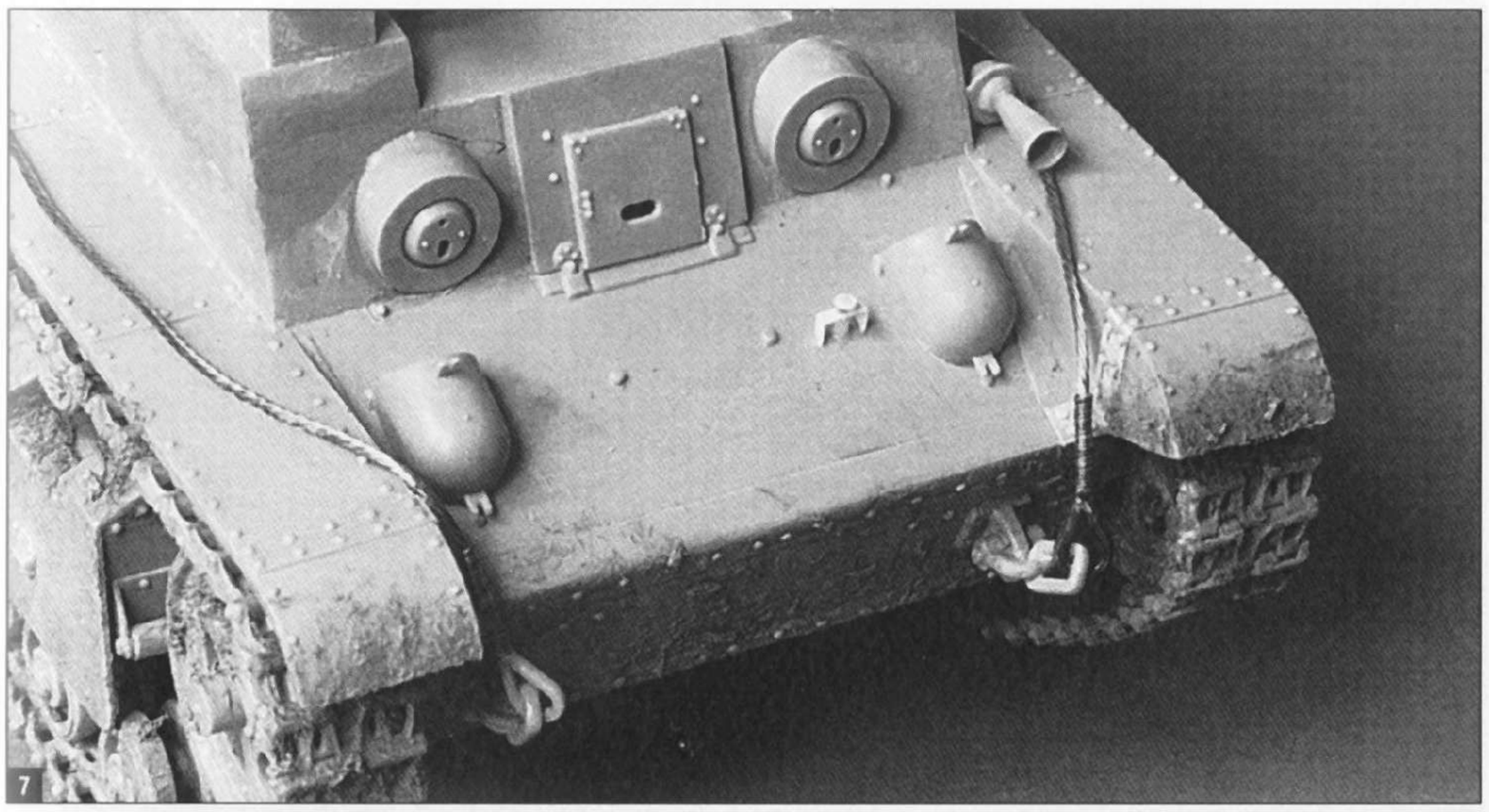
Some details were sharpened, such as tool stowage clips and brackets. Access hatch handles were made from thin plastic rod. I used picture-hanging wire to form the towing hawsers. There should be some vertical detail on the fender sides at the front of the vehicle, lining up with the bolted strips at the front of the horizontal part of the fenders. This was made from thin plastic sheet and a few nuts and bolts were added.

One of the biggest problems is that I cannot see how the bridge laying operation actually worked, as rigged on the instruction sheet. The instruction sheet says that the bridge could be laid in three minutes with no help from outside. I think that the two arms should point forwards but the winch cable should be attached to the rear of the bridge. That way the winch could pull the bridge forwards over the tank until the front end made contact with the ground at the opposite bank of the gap to be crossed. Then when the arms were lowered, the rear end of the bridge would touch the ground on the near bank. The tank could then just drive backwards from the bridge. This is just my theory, but as constructed I just cannot see how the thing works! This means that at step 8, rigging the bridge needs to be different. It would make more sense if each cable was fed forward from the winch drum (B14), round the capstan (A3) then back over the winch housing to the hooks on crossbeam D4 at the rear of the bridge.

Another problem is how the bridge is carried.

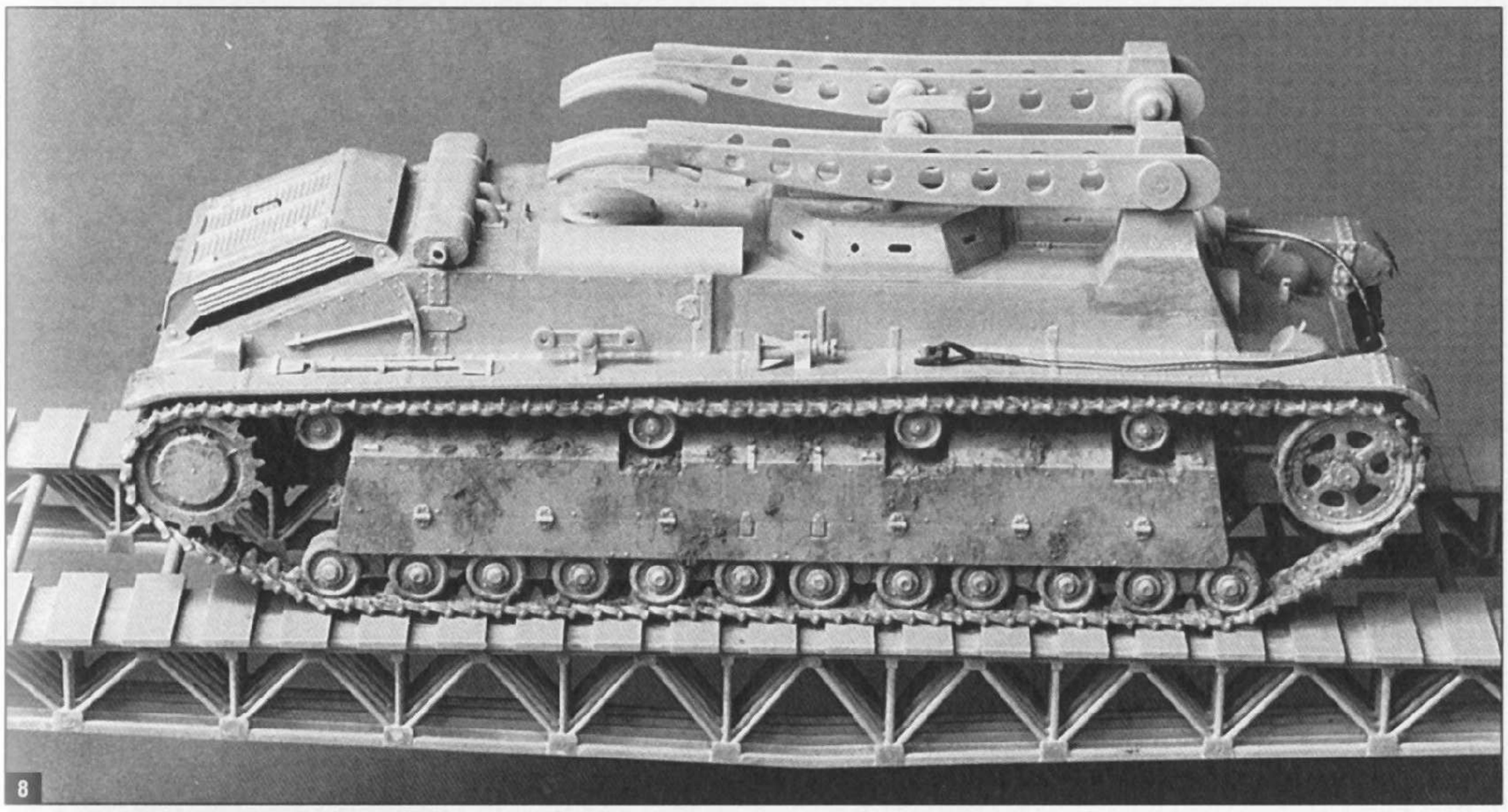




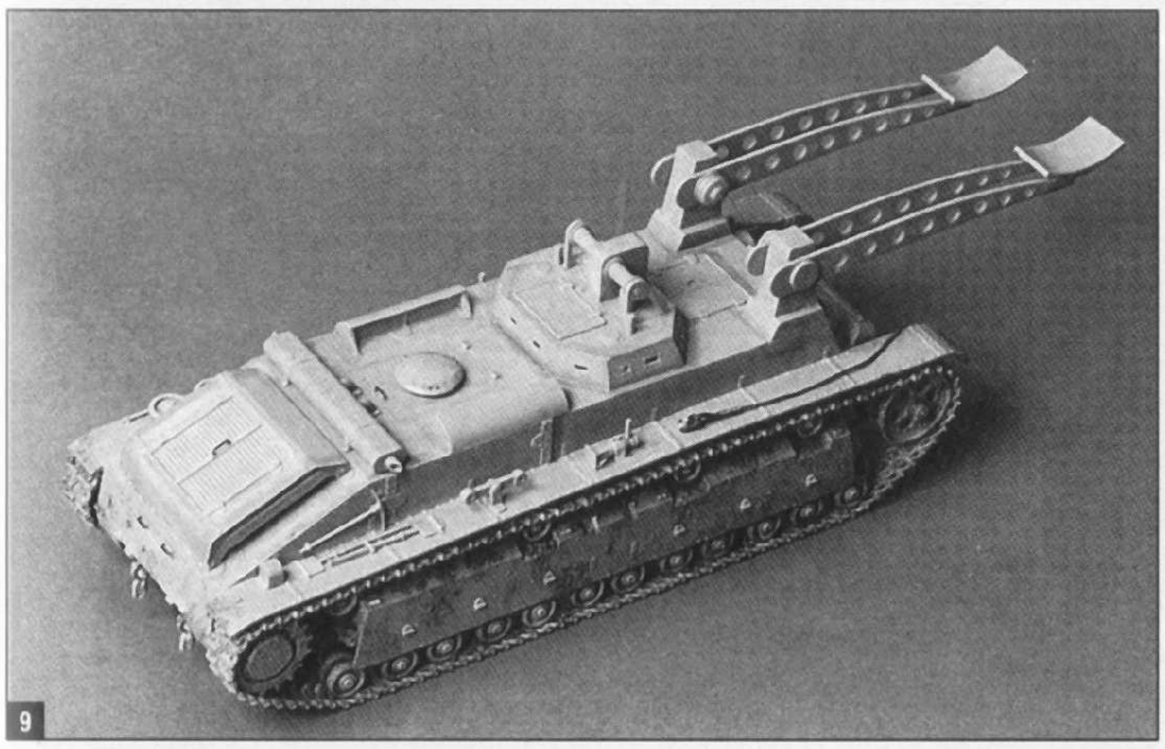


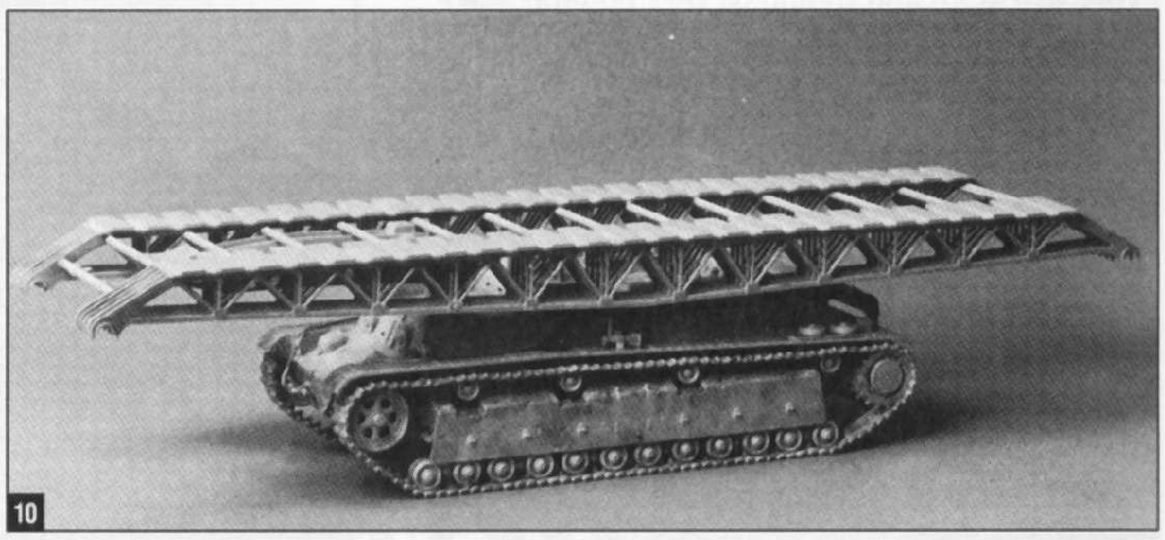
There is nothing supporting the rear of the bridge; there ought to be a support frame somewhere on the engine deck and probably some skids to allow the bridge to slide forwards. It just does not look correct as modeled. Perhaps in the future clear information will be available about the IT 28, which will allow the modeler to improve the vehicle.

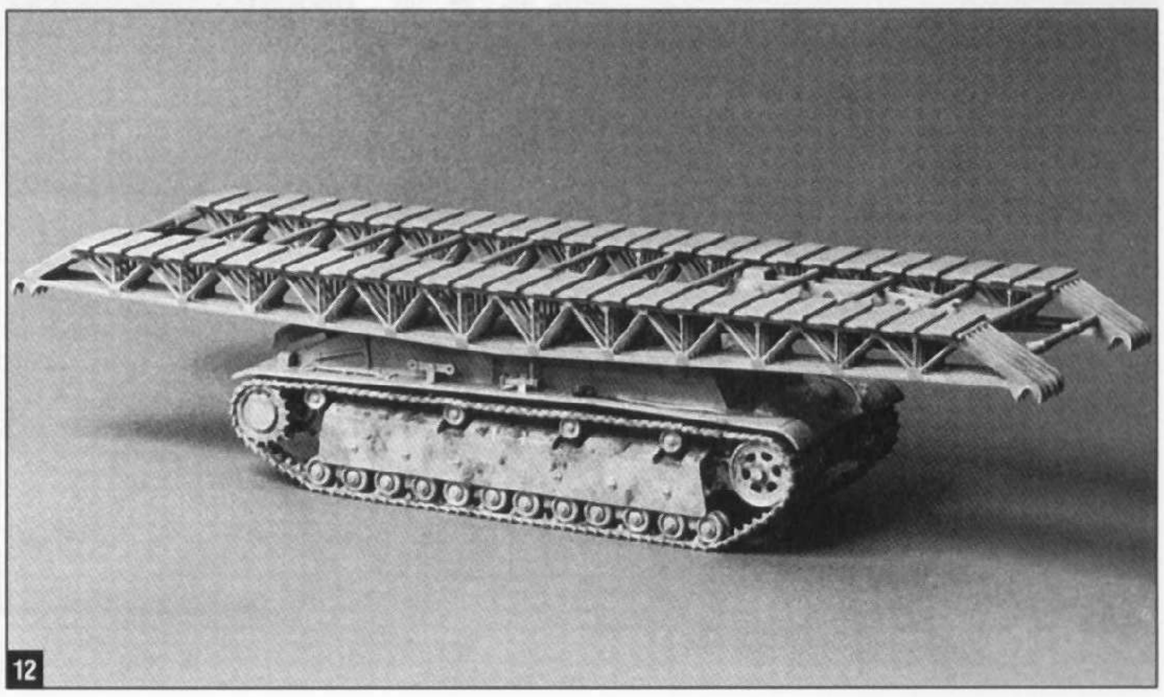
As the tank would be used near water and muddy banks, I decided to go further than usual with the weathering. I use a mixture of Humbrol Body Putty, Humbrol Liquid Poly cement and Games Workshop Flock (static grass) to represent mud and crud. This was stippled on carefully prior to applying the Humbrol Dark Green 150 paint with a Badger 100XF airbrush. The mud areas were then dry brushed with successively lighter coats of a Dark Earth and Matte White paint mix. I made vertical streaks down the side plates. The exhaust system was textured with stippled on Humbrol Body Putty. I dry brush painted the road wheel tires with Humbrol Tank Gray. The tracks were sprayed with a mixture of Black, Dark Earth and Red, all Humbrol

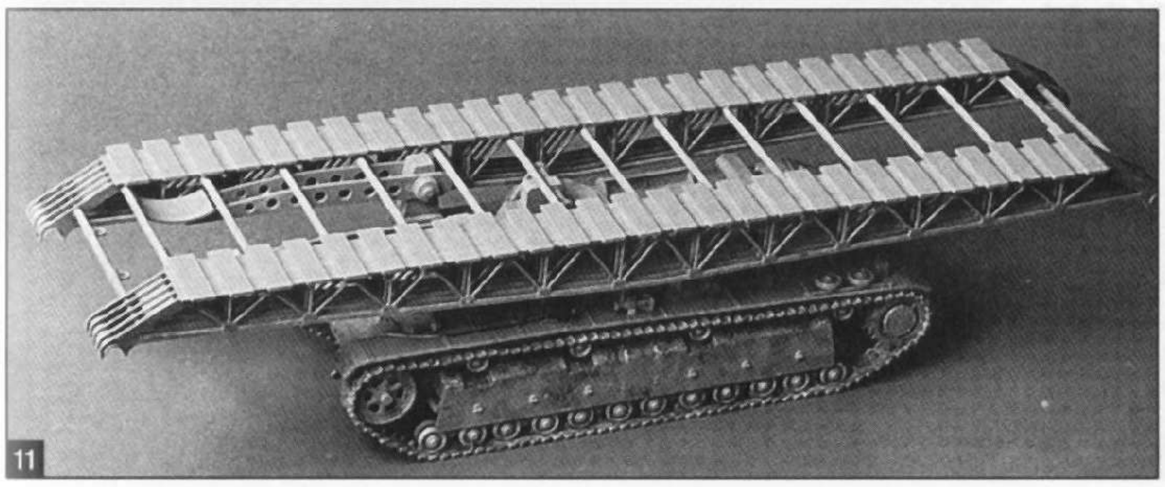


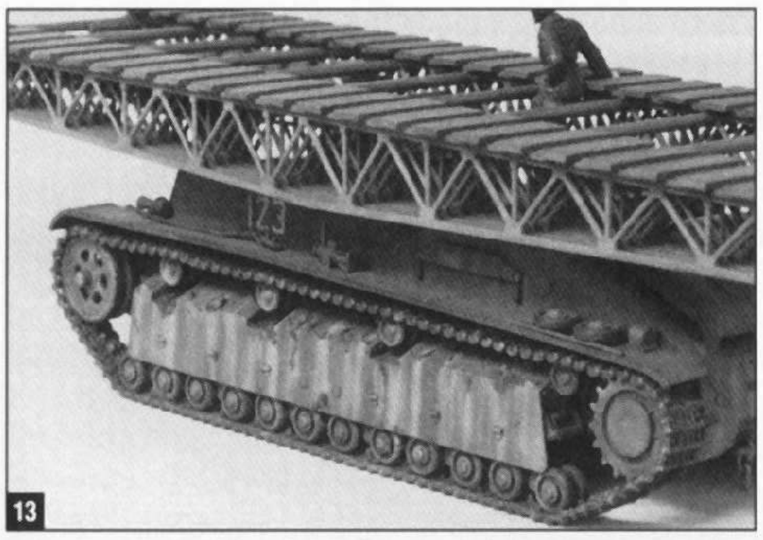
7. The towing hawsers were made from picture wire mounted to the kit's eyelets. The attachment points were then wrapped in fine wire. 8. The styrene bridge structure is strong enough to support the 1/35th scale tank. The bridge support arms are trained to the rear. 9. It's my theory that the bridge arms should point forward, as I cannot imagine how it would deploy the bridge otherwise. 10-12. Three views of the finished model prior to painting. I believe that the bridge should have some type of support to help it slide off the tank.

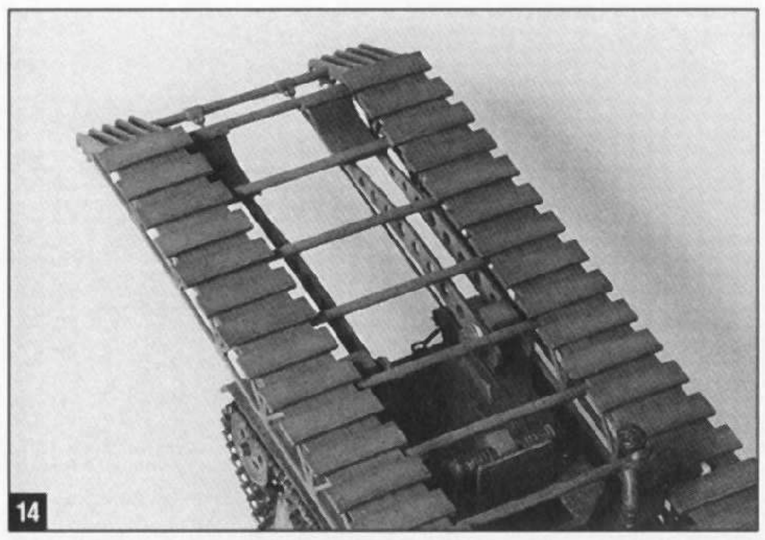


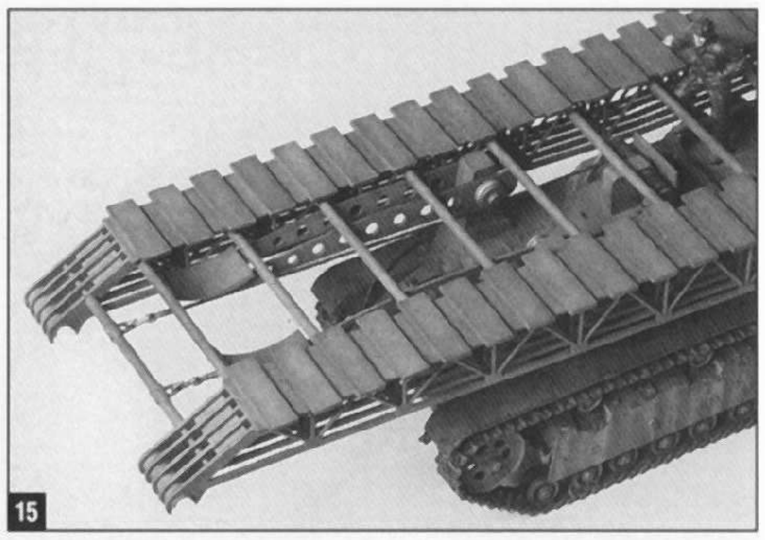


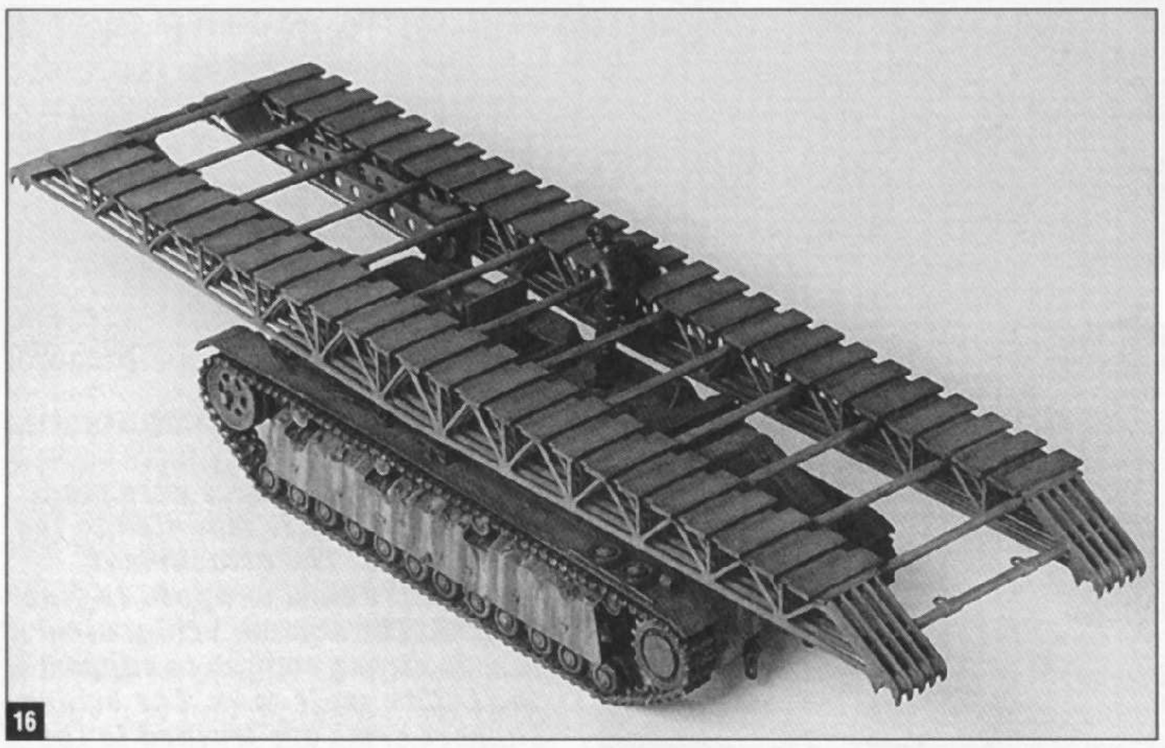


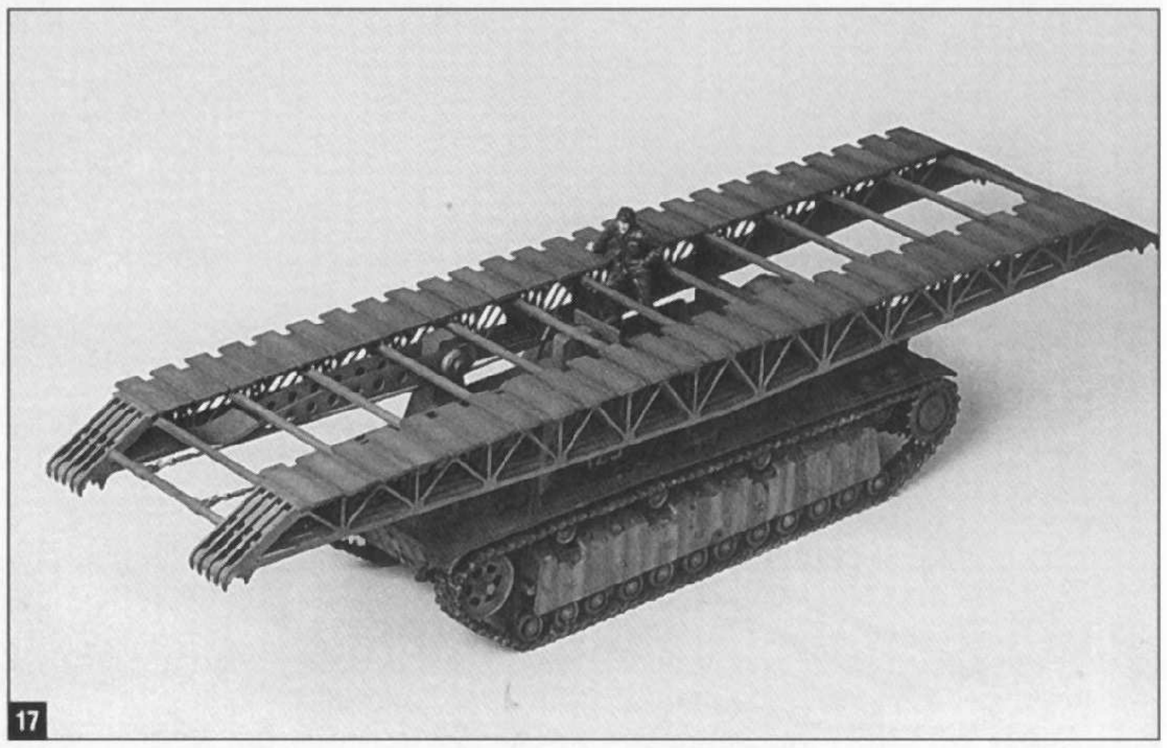



13


14


15


16


17

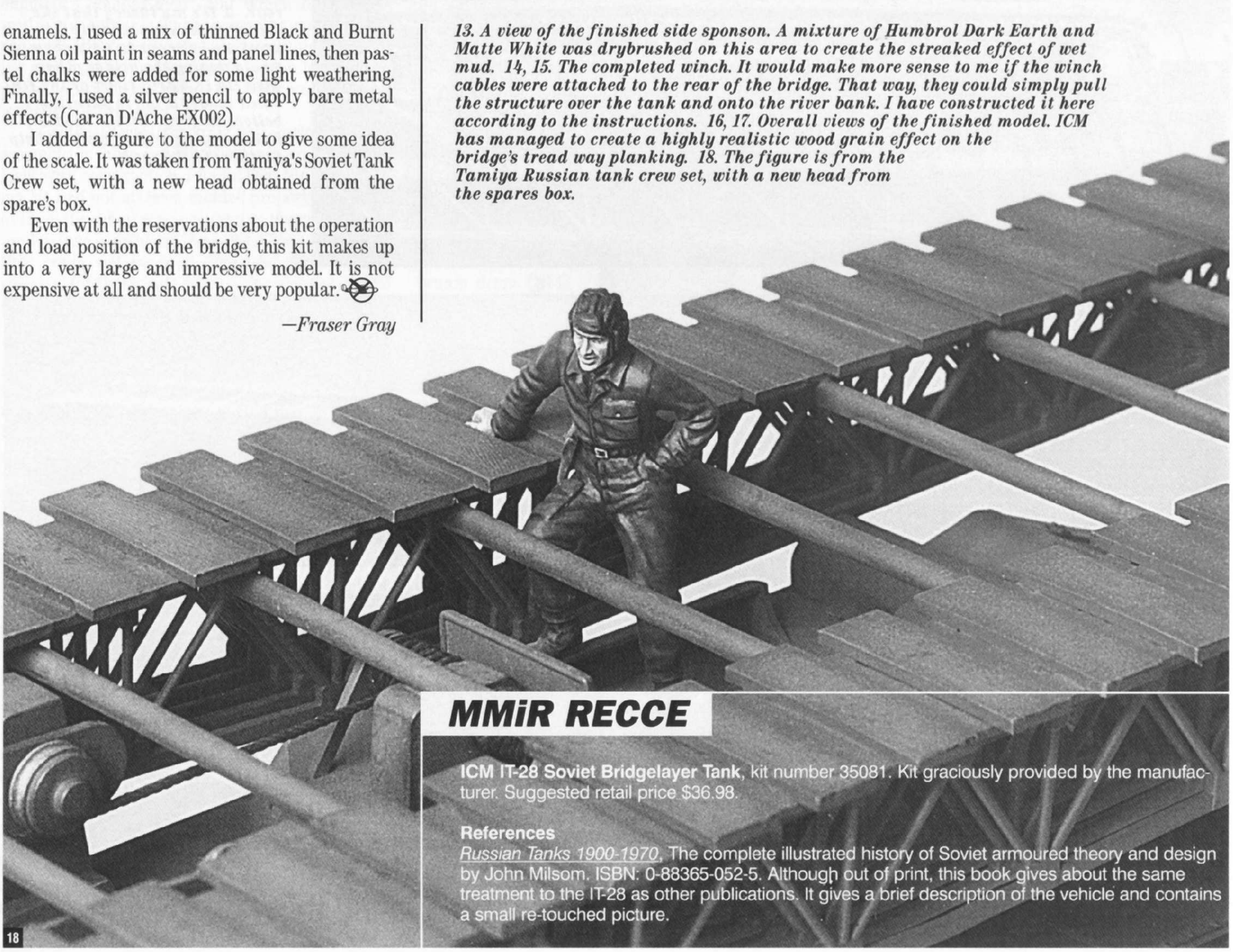
enamels. I used a mix of thinned Black and Burnt Sienna oil paint in seams and panel lines, then pastel chalks were added for some light weathering. Finally, I used a silver pencil to apply bare metal effects (Caran D'Ache EX002).

I added a figure to the model to give some idea of the scale. It was taken from Tamiya's Soviet Tank Crew set, with a new head obtained from the spare's box.

Even with the reservations about the operation and load position of the bridge, this kit makes up into a very large and impressive model. It is not expensive at all and should be very popular.

—Fraser Gray

13. A view of the finished side sponson. A mixture of Humbrol Dark Earth and Matte White was drybrushed on this area to create the streaked effect of wet mud. 14, 15. The completed winch. It would make more sense to me if the winch cables were attached to the rear of the bridge. That way, they could simply pull the structure over the tank and onto the river bank. I have constructed it here according to the instructions. 16, 17. Overall views of the finished model. ICM has managed to create a highly realistic wood grain effect on the bridge's tread way planking. 18. The figure is from the Tamiya Russian tank crew set, with a new head from the spares box.


18

MMiR RECCE

ICM IT-28 Soviet Bridgelayer Tank, kit number 35081. Kit graciously provided by the manufacturer. Suggested retail price $36.98.

References

Russian Tanks 1900-1970, The complete illustrated history of Soviet armoured theory and design by John Milsom. ISBN: 0-88365-052-5. Although out of print, this book gives about the same treatment to the IT-28 as other publications. It gives a brief description of the vehicle and contains a small re-touched picture.

Dragon's 250, Take Five

How far can you go on a brand new kit?

As it turns out, pretty far.

In case you've just awakened from a coma, here's what's been going on. For the last 20-plus years, the only Sdkfz. 250 half-tracks on the market were the 250/3 and 250/9 from Tamiya. Fine kits they were (and still are), featuring some of the first injection track links included in an armor kit.

Beginning in 1941, the Sdkfz. 250 series of half-tracks were built on a modified Demag 7 chassis. This type, as featured in the Tamiya kits, featured 19 main armored plates. Some 4,250 of the first type 250s were produced and they went everywhere. In October 1943, the 19 plates were reduced to nine to save materials and construction time. The new design, interestingly enough, became known as the "250 Neu" (new), while the original style then became known as the "250 Alte" (old). A couple of years back, Dragon finally filled this gaping void in the armor market with a trio of 250 Neus: the 250/1 (plain Jane), 250/8 'Stummel' (with 7.5cm cannon) and 250/9 (with 2cm gun and light turret). Then they stepped up to the plate and produced a couple of 250 Altes: the 250/1 and now the 250/11 with Panzerbüchse 41 cannon. (A 250/3, believed to be an Alte, is on the way any day now.) And thus our story begins.

The Dream Machine segment has been dedicated to taking good kits and waiting long enough for the aftermarket guys to catch up. So when Dragon forwarded a review sample of their latest half-track, we just had to give it a go. Now, don't get me wrong here; you can build this puppy right out of the box and you're going to end up with a darn fine kit. But here in the land of make believe, how much detail can be scrounged up when the plastic is still warm?

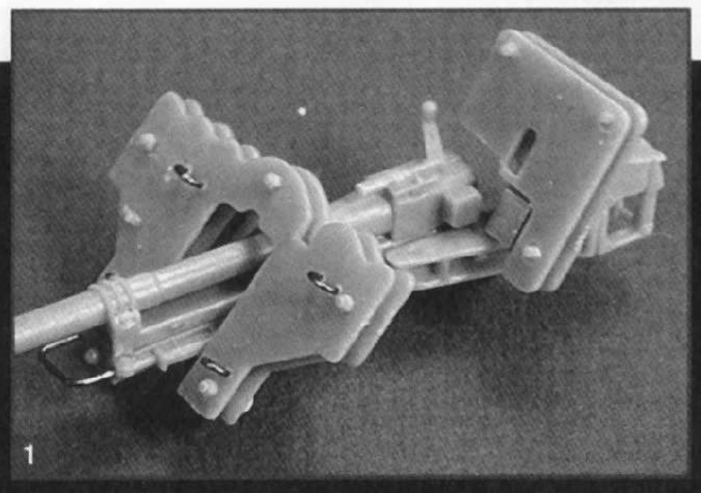
Chapter One: It was a dark and stormy night

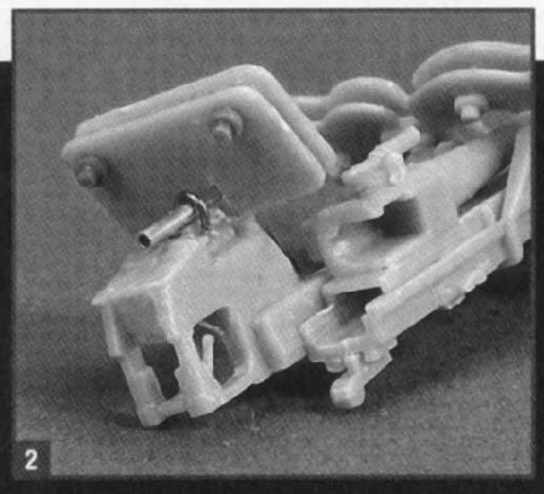
Construction began by opening the box and taking out the parts. The clever thing about Dragon's 250 series is that they all use the same lower chassis—just like the real thing. The PzB.41 from kit number 6079 is included, without the horse and figures. Given the aftermarket attention to Dragon's earlier 250 releases, putting together an array of detail pieces was relatively simple. Eduard is currently at work on a set for this kit, but in the meantime, their early set for the Tamiya 250/3 features the proper screens for the engine deck, along with other bits and pieces. Any of their more recent sets for the Dragon series feature plenty of brackets and fixins'. Also in the lineup is the series of resin detail sets produced by Jaguar; these are all for the Neu versions, but again, there's lots of useful stuff. A quick spin through the parts boxes brought up the proper generic accents.

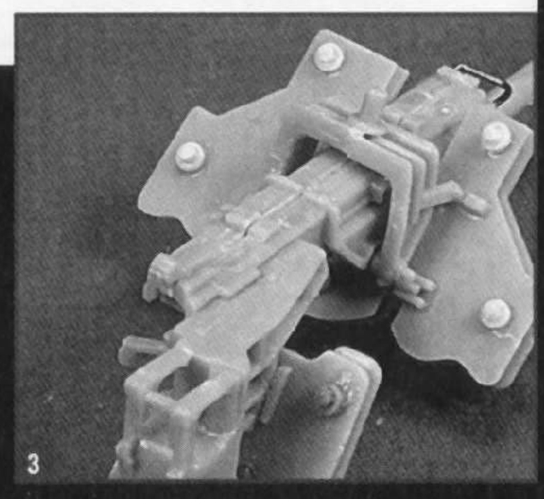
Down and in

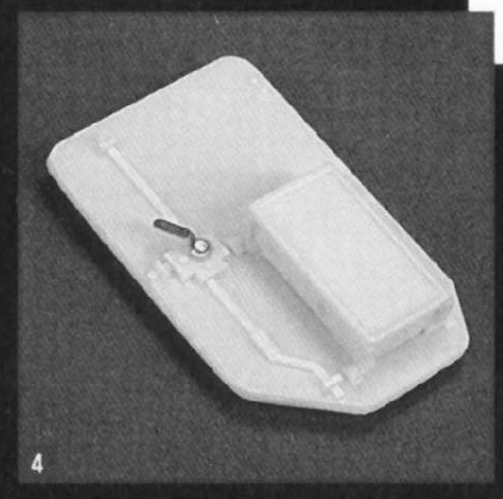
The lower chassis on these kits is comprised of the pan and two sidewalls with the suspension mounts. It is critical that everything is lined up from this point on, or problems develop later with the upper hull. Jaguar's roadwheel set was incorporated here, making a mixed bag of kit wheels and worn resin wheels. The Jaguar set provides accurate resin drive sprockets, which feature 24 bolt heads around the inside rim. You could spend a few hours with your punch & die set, or a few minutes cleaning resin, to achieve the proper configuration. Also included are resin front wheels, which were used just for fun. Fine brass wire was added for the valve stems. I decided to go ahead and install the individual track links and paint them later; if you're careful and use the right brushes, it's not all that difficult. A simple jig was made using a sheet plastic base about 8" long, then attaching two parallel lengths of Evergreen plastic. This provides a nice channel for the track teeth to nestle into and allows you to attach the rubber blocks without the tracks wobbling around. With the suspension in place, I moved on to the interior.

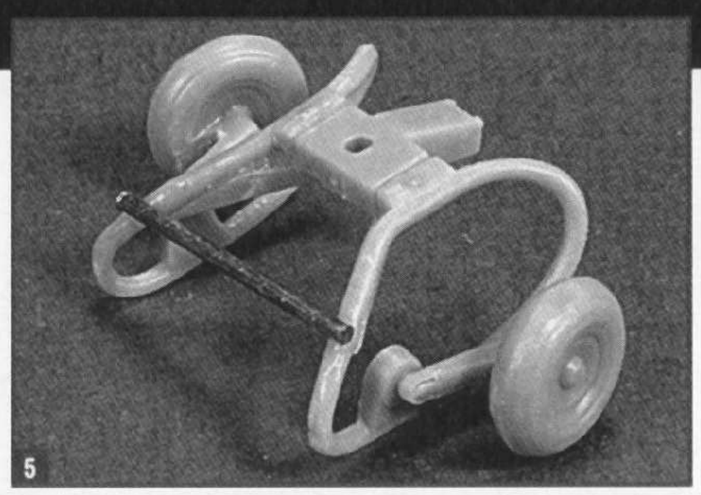
Jaguar's detail set provides a one-piece transmission/front seat combo that's a sight to behold. It

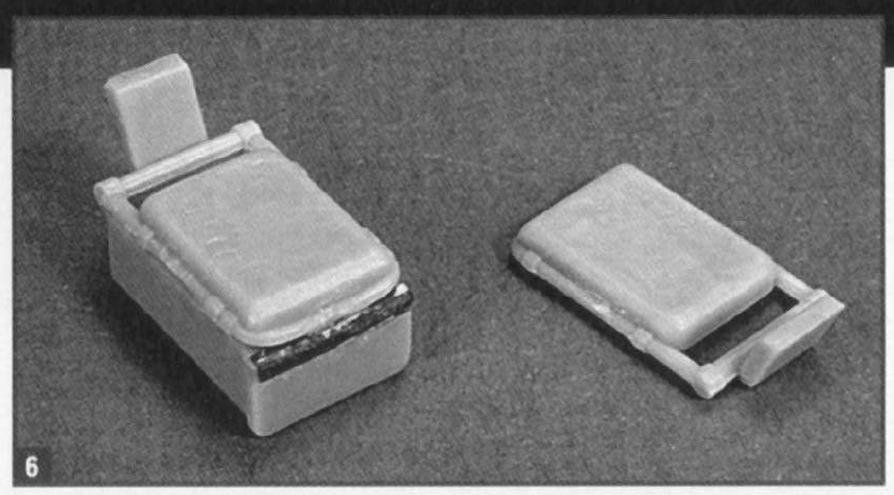

1

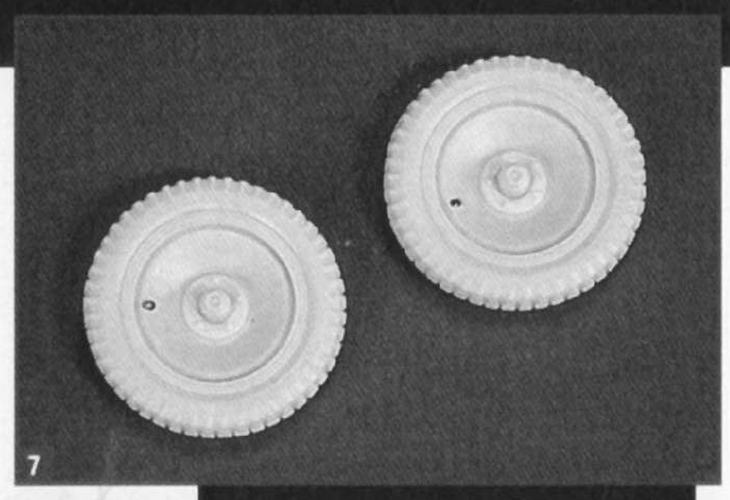

2

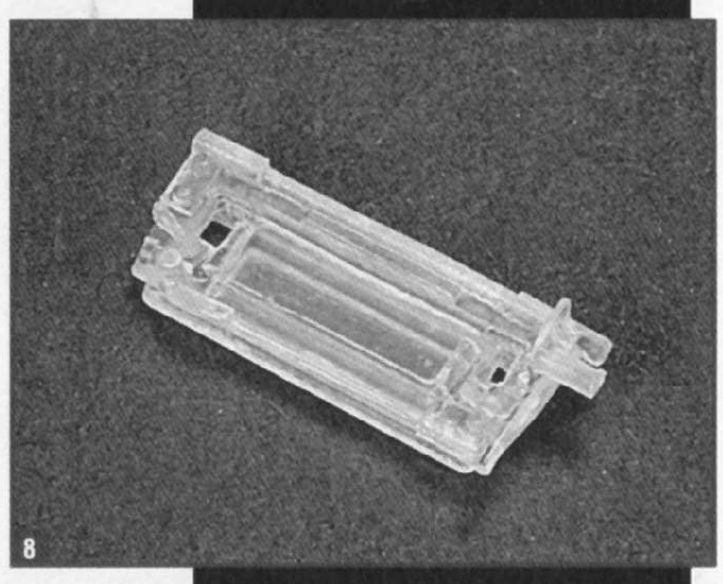

3


4


5


6


7


8

also contains the drive shaft tubes and internal brackets, which meet the sidewalls and should correspond with the drive sprocket housings outside. I fussed with these quite a bit, changing their position and rebuilding them with Plastruct channels and MR bolt heads. This was a pretty fruitless measure, since they're virtually invisible in the end. This entire section needs to mate precisely with the firewall and also with the two lower sides and rear wall. I used small drops of superglue to tentatively hold all these walls in place, then finalized the seal with plastic cement. Eduard provides a fine set of clutch and brake pedals that mount high up in front of the driver. The seat backs were cleaned up and set aside. A brass pin was shaped and installed as a shifter and a small bit of rubber tubing was added between the firewall and transmission. The main floor for the fighting compartment was sanded clean and Eduard's five-piece tread plate installed. Next came the ammo locker. The door was replaced with sheet plastic, and piano hinges from Eduard (#35245) were used, along with some spares for the latch. A twin bracket for spare MG barrel cases is mounted to the forward wall of the locker. This assembly was pieced together from lead foil and spare etch, using one VP and one Dragon barrel case. For the right wall, Eduard's Neu set includes the proper brackets for the MG34 and tripod. A resin MG from VP was added to the upper bracket and the kit's tripod was assembled and test fitted. Just forward is a pair of spare vision blocks, an MP40 ammo case and an MP40; I used a weapon from ICM along with Eduard brackets. Between the Dragon and Eduard instructions, along with a few choice reference photos, the general layout of the 250 interior can be determined.

On the left wall, I used the kit fire extinguisher with Eduard bracket; a resin MG drum bracket of unknown origin; another ICM MP40 with Eduard brackets; and the kit breathing tube, plus Tamiya gas mask canister with Eduard brackets. Another set of spare vision blocks is provided to mount just to the driver's left and there's another spare on the left edge of the dash. The commander's seat was then installed, which was a mistake; painting would have been easier if I'd left it out 'til later. The resin rear door from Jaguar features the complete sliding lock mechanism; a handle for the lock can be found on Eduard's 250/3 set.

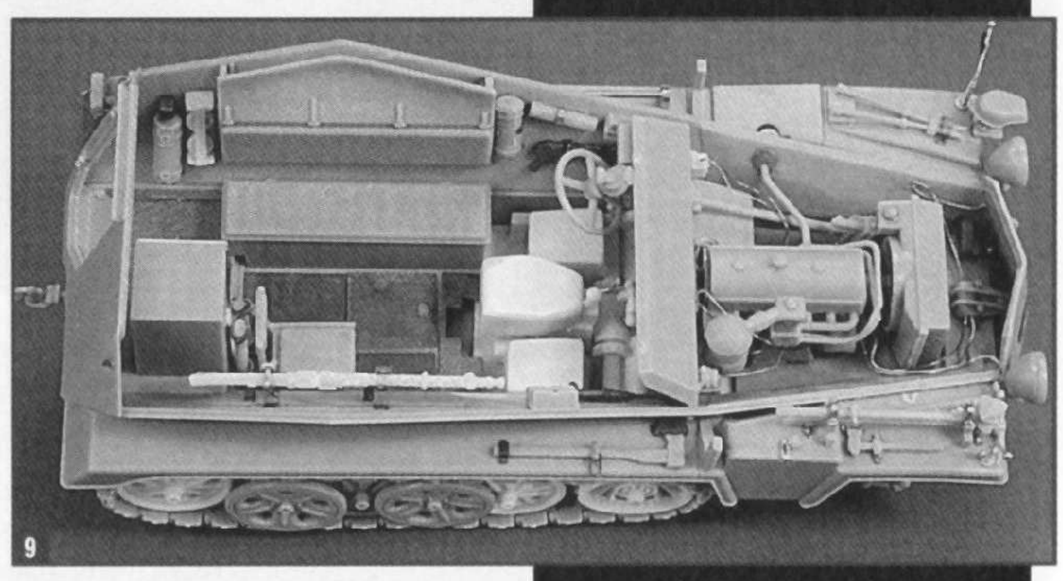
Get your motor runnin'

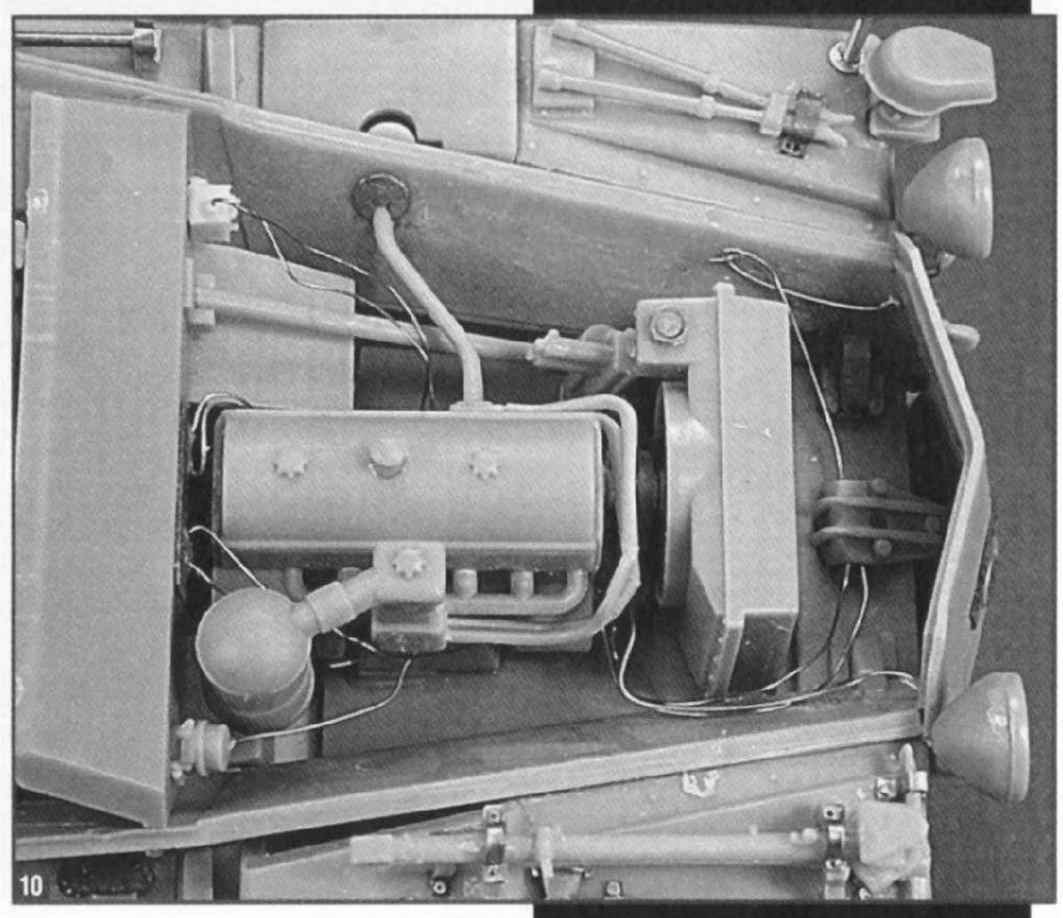
We can only assume why Dragon's engines are sold separately. My theory is that not everyone wants or needs an engine in their 250s, so including it would just drive up the price of the kit. And since buying it separately also gets you two engines, a whole slew of tools and four figures, I'll buy it, thank you very much. And a fine little engine it is. The alte used a Maybach HL42TRKM, while the neu boasted a slightly upgraded HL42TUKRM, which is what the Dragon set provides. (Interestingly, this is the same engine used by the larger 251s.) So although it's not exactly the correct engine for the alte version, it's close enough. As all of the engine wall detail would be obscured once the upper chassis was installed, I used some artistic license with the gizmology, adding just enough parts to get it wired up. The older 250/3 set from Eduard has a fine little radiator cap.

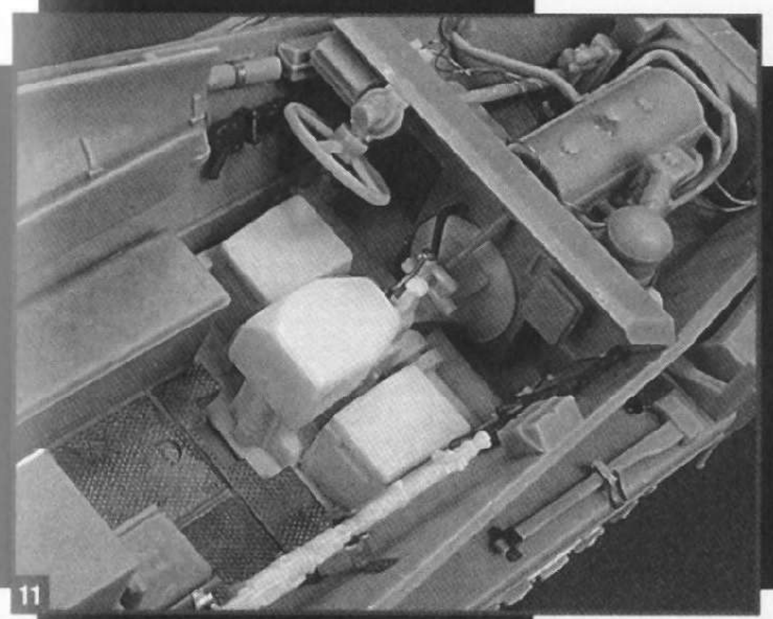
We now take you back inside

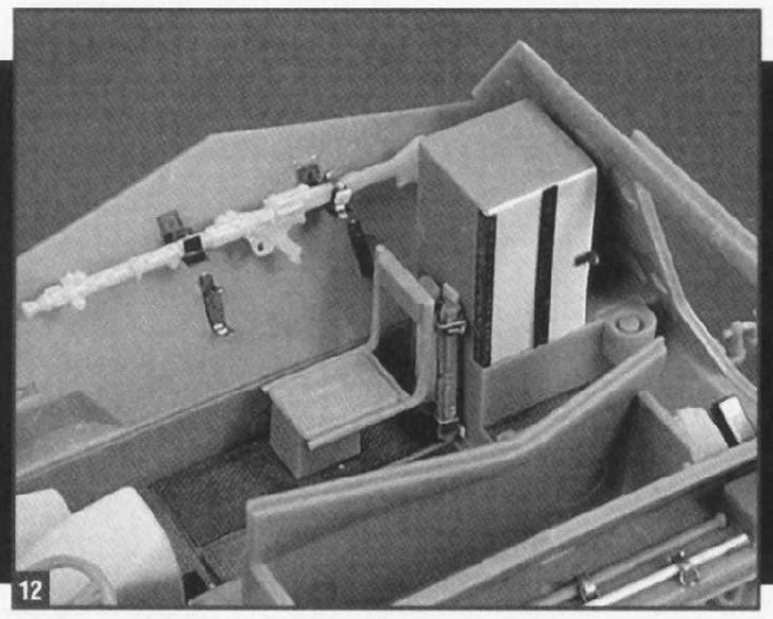
There are more Eduard goodies for the upper hull interior. On the right side, the rifle rack is a real charmer, along with brackets for two gas mask canisters. The hatch set from Jaguar has some very nice forward visors that include hinged arms. Jaguar 63836 and 63837 both include vision blocks cast in clear resin, which are absolutely remarkable. During the photography stage, I installed the first one upside down, which was later corrected. The driver's block was installed in the raised position, as was his visor. A bit of copper wire was used for the grab handle over the driver's position. Eduard's radio bracket was added and the radio and gauge panel installed.

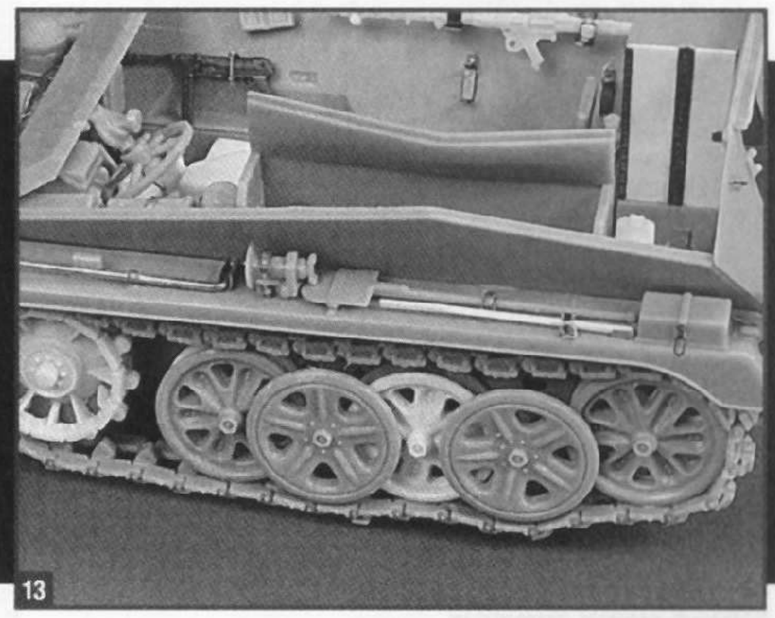
In several articles I've bemoaned the absence of ignition keys in photo-etched detail sets. The answer was here all

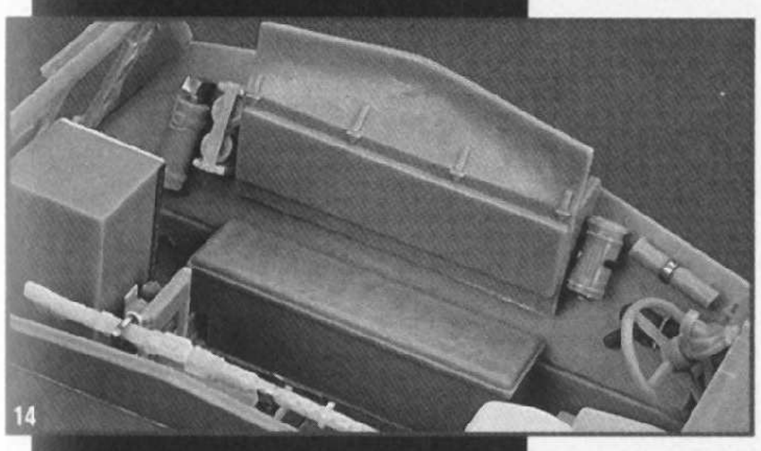

9

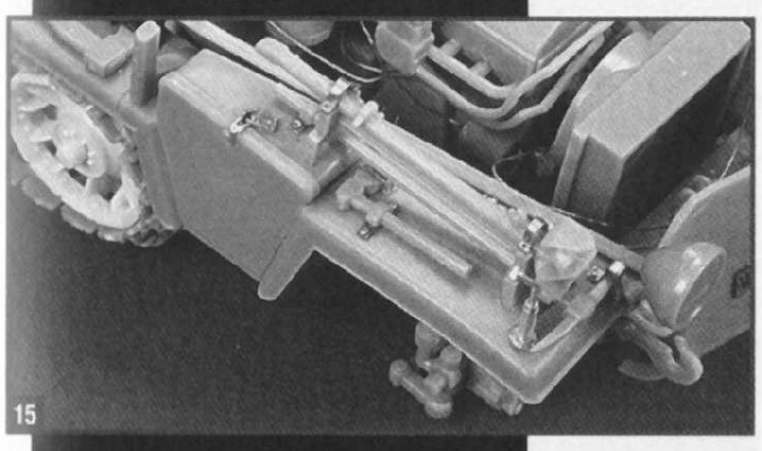

10

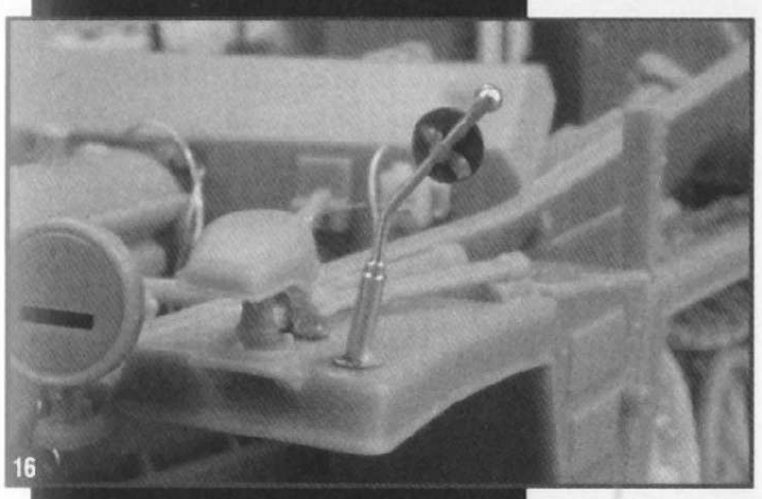

11


12


13


14


15


16

1. Minor refinements make the P2B41 really shine. Copper wire for the hooks and handles, plus resin and Grandt line bolt-heads. 2. Minimeca tubing makes a good sight. More new bolt-heads for the backside.. 3. Flipped over, the simple mount is visible. 4. Jaguar's resin rear door with an Eduard handle. 5. The P2B41 towing dolly. There's an odd joint in the middle of the crossbrace, so brass rod was substituted. 6. The seats were left out for painting. Note Eduard hinge for the stowage box. 7. Jaguar's one-piece resin wheels, with valve stems added. 8. A clear resin vision block from Jaguar. Nothing else comes close. 9. Overall view of the lower chassis packed with goodies. 10. Close-up of Dragon's 250 engine, sold separately. Fine wire and a few parts box details for the firewall were added. Radiator cap by Eduard. 11. Jaguar's driver's compartment in all its glory. A brass pin makes for a dandy shifter. Also evident is Eduard's multi-piece treadplate. 12. VP's MG34 in place on eduard brackets. Lower brackets hold a tripod for the MG. The stowage locker was reworked with a bit of sheet plastic and piano hinges by eduard. The spare barrel rack was pieced together from spares. 13. Jaguar's improved drive sprocket, along with their worn roadwheels interspersed with the kit parts. The crank handle is brass rod, the prybar is shaped strip plastic, and the tool brackets were all pieced together. A spare wingnut was used on the jack bracket. 14. The left interior equipment. Kit parts, spares and eduard brackets. 15. The stowage bin lock and hasp were reworked. Note the new brackets for the P2B41 trailing arms; these were fashioned from lead foil. 16. Elefant width pole + Eduard mirror + royal model base and bracket. Ooooh-la-la.

along. Detail Master makes etched goodies for car guys and their Interior Junk (now there's a great name for a product!) includes a coat hanger, sunglasses, wrenches, CDs and about 30 different keys. The scale works just fine for 1/35th, so there's your answer. A key chain was made using three keys and a ring made from fine necklace wire. The ignition was drilled out and this baby turned over on the first try.

The main upper hull is all one piece, with additions including the PzB.41 mount, visors and engine doors. Eduard's 250/3 set features the proper screens for the alte engine deck, along with six lifting hooks that appear sporadically in photos of the 250. There are four on the engine deck and two more on the lip of the roof above the back door. I found shots of both the alte and neu version with these hooks, though there seemed to be no consistent pattern in which variant got 'em. (Note: Elefant makes several sets of these lifting hooks. Check 'em out.) There are also three tie-downs on each side of many 250s, plus another one on each of the upper rear corners. I found just the right part in On-The-Mark's Latches & Padlocks set (#3539). These were glued in place on the sides, and then a fine drill bit was run through into the plastic hull so that each mount could accept a piece of curved wire. The antenna mount was attached and the upper hull set aside.

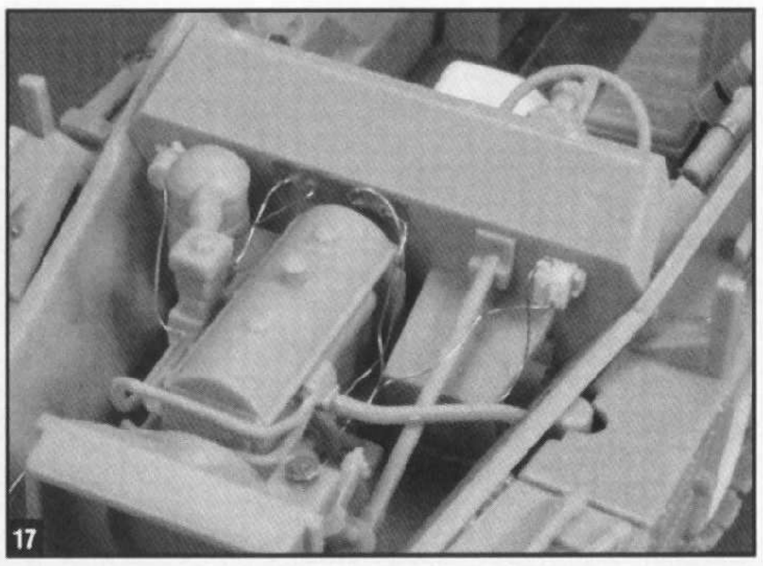
Tool time—and other stuff

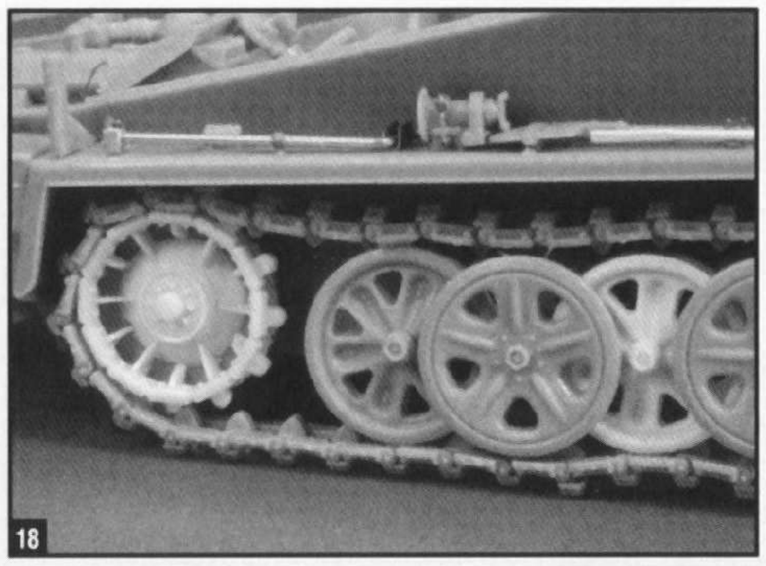
The 250s sported a heapin' helpin' of tools on the fenders and it's a party of photo-etch. Almost every 250 photographed during WWII had a different tool configuration, apparently depending on the whims of the vehicle commander. (I swear I saw one with a pair of hedge trimmers.) I followed the Dragon layout; on the left, front to rear, there's wire cutters, a crank handle, jack, shovel, pry-bar and what is either a parts box or a jack block, depending on who you ask. On the right, there's a pick, hatchet and axe. The crank handle was replaced with a length of bent brass rod and the pry-bar was formed from strip plastic, which was carefully shaved and tapered. On the front right fender is an elevated mount for the arm of the PzB.41, just in case it needed to be dismounted for ground firing. This attachment was used for towing and turning and also served as a recoil brace. For all the brackets needed, a combination of etched parts, lead foil and rivets made from lead foil with a punch & die set was used. A hasp and padlock were added to the stowage bin that rests between the right side front, and right side rear fenders. The headlights and taillight were wired up. Also found on the 250/3 sheet is a crank port cover for the armor plating on the nose of the vehicle. A lot of time was spent on those tool brackets, but the result is always worth it.

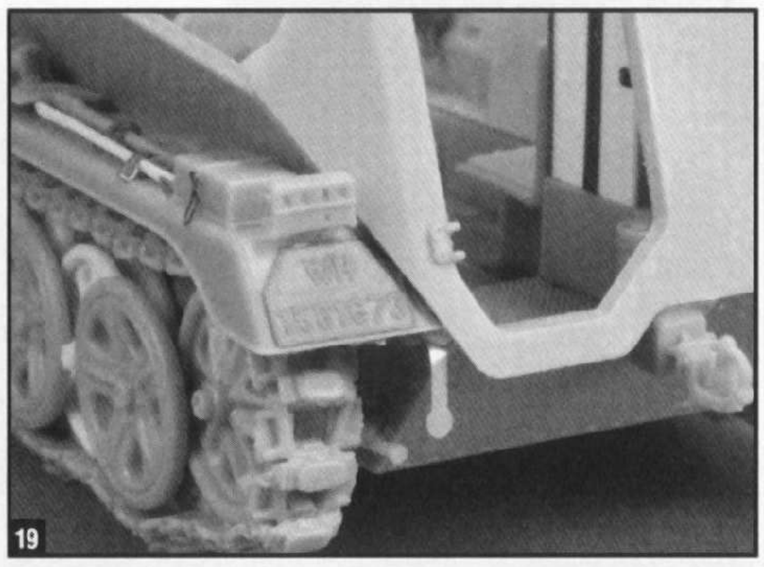
Eduard's newer sets feature license plates (when appropriate) with raised characters. If you've ever looked at a license plate, and I know some of you have, then you realize that the characters are embossed through the metal facing. This is great stuff and they're fairly easy to paint and weather. Plus, they look extra cool. Mudguard poles were assembled using Elefant poles (#35406), the Eduard mirror and a mirror bracket and base from Royal Model (#088). Several years ago I bought a sheet of mirrored paper at a dollhouse store and you can actually see yourself in it. Get some and your punch & die will give you hundreds of mirrors for your models that need 'em. Eduard's mud flaps and rear reflector bracket were attached to the rear; a small red sequin from a craft store was later added during the painting phase. ABER chain (#35A16) was used on the towing pintle and the tiny loops on the end of the front towing hooks were made from fine wire.

If you're gonna go, go armed

The 250/11 variant mounted a 2.8cm Panzerbüchse 41, one of the rifle-caliber weapons developed during the war to pack a lot of punch into a smaller weapon. It could penetrate 30mm of armor at 250 meters, but unfortunately couldn't handle many of the heavier Soviet adversaries. Add to that a rather complicated firing system and the PzB.41 fell from favor long before the war's end. Dragon's kit, however, is a beauty and still the only one around. A few choice details really dress it up. Eight VP resin bolt heads were used on the two armored shield fronts and eight Grandt Line nuts on the backs. Loops and grab handles were shaved off and replaced with wire and a new telescopic sight was fashioned from Minimeca tubing. This weapon was loaded and fired from the right side and the rear shield features a slight pitch to provide additional protection for the gunner. After the painting was complete, the mounting brace and gun were attached and a bit of ABER chain added between the roof and the large pin that secures the gun to its brace. A small carriage for the PzB.41 was slung on the rear of the vehicle. It's a quick build and I substituted brass rod for the crossbar. After the vehicle was painted and buttoned up, the mounting bracket and carriage were attached. A Grandt Line wing nut and a bit of lead foil were used to make a clasp.





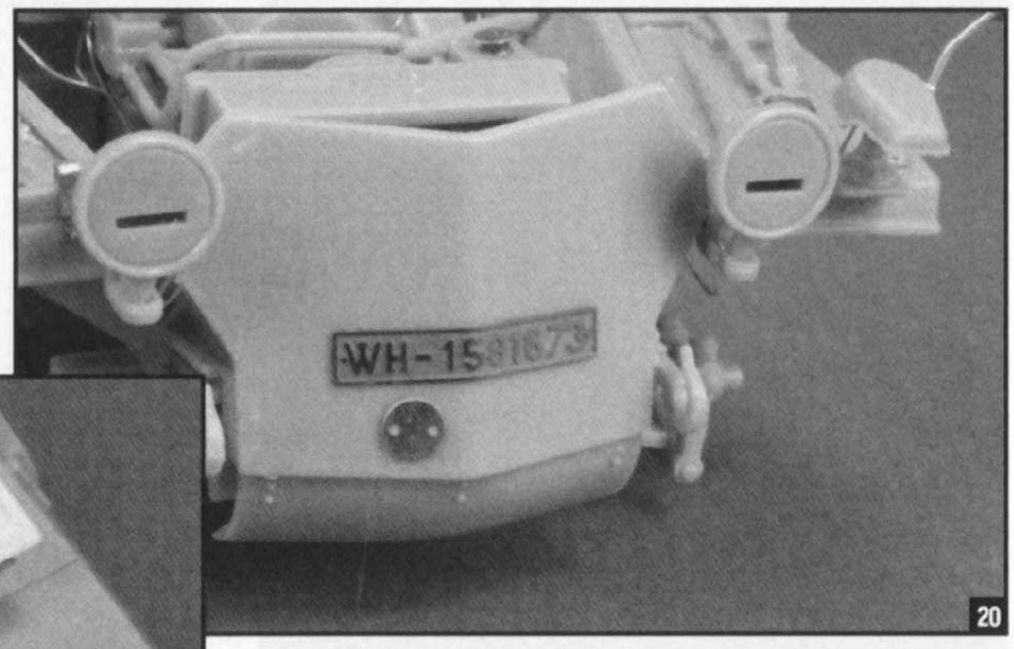


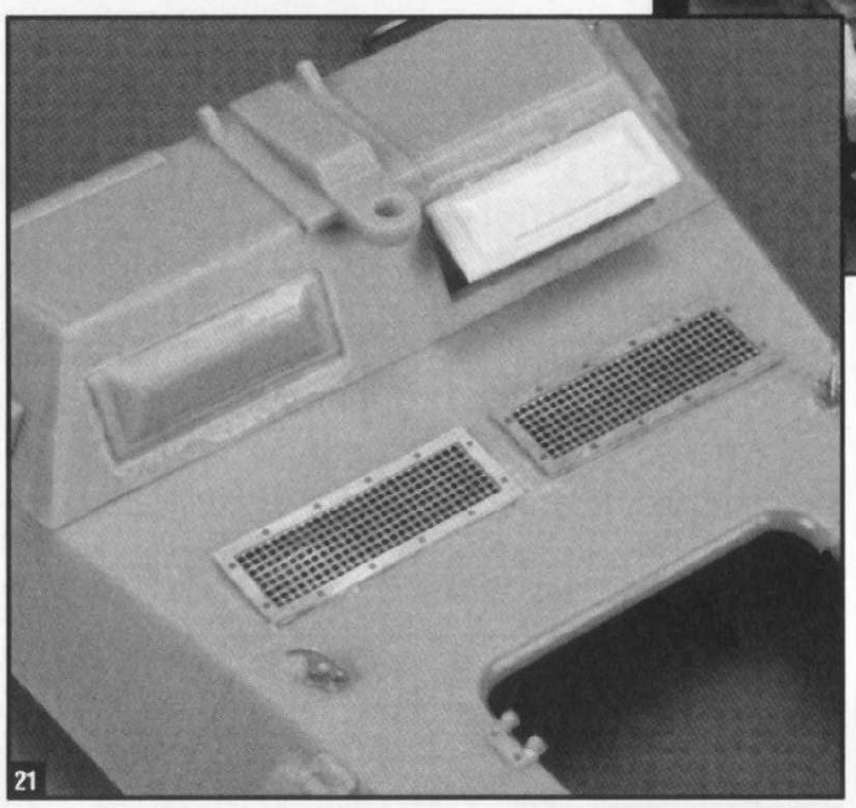
Paint your wagen

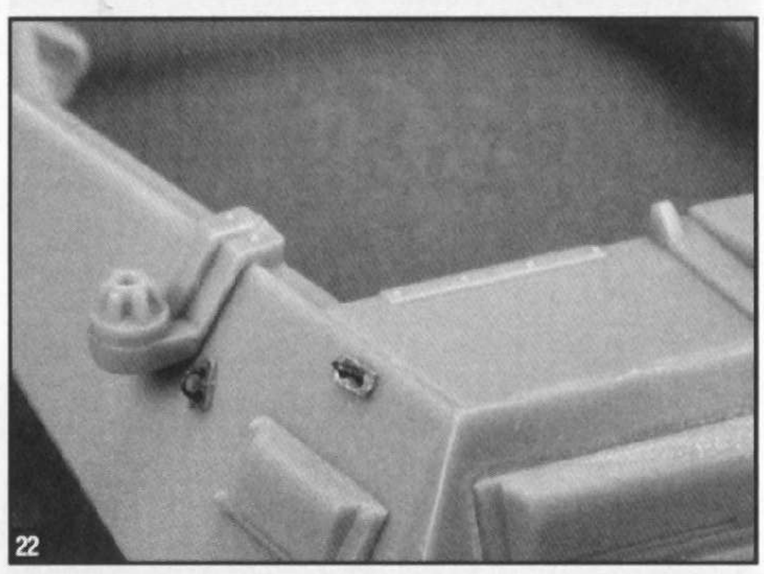
I decided on a 250/11 of the Grossdeutschland Division tooling across Russia in the fall of 1943. So here you are one fine spring day, commanding your dark gray 250/11 and you get called to the rear for maintenance or perhaps a bit of R&R. While you're there, you get your vehicle sprayed in the latest shade of mustard yellow. The interior, of course, isn't painted, because that would require a lot of masking and waste a lot of paint. And you're a little picky about your pioneer tools, so you make sure they're all removed before you pull into the painting bay. It's now fall and your 250/11 has taken a bit of abuse over the summer months.

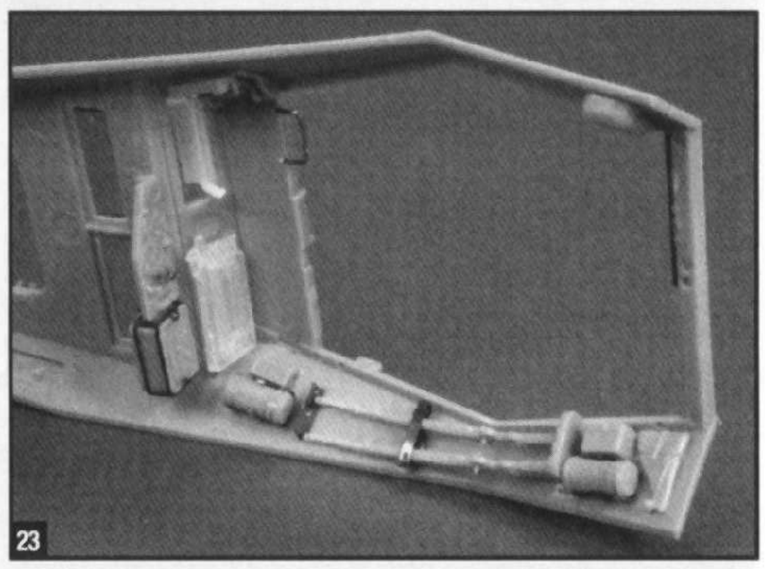
Tried Tamiya's new lacquer spray paints? If you haven't, run—don't walk—to your hobby outlet and grab some. They're amazing, they're smooth, they're easy and they dry in minutes. I had several subassemblies to work with, including the upper and lower halves, engine doors, rear door, PzB.41, seats and more. Everything was sprayed with German Gray, then ten minutes later I was able to spray Dark Yellow on all the exterior surfaces. Tamiya acrylic Dark Yellow plus Flat White were mixed and used to airbrush highlights on the exterior, while German Gray plus Flat White were used to highlight the interior areas. An hour later I was putting on washes of Raw Umber and Mars Brown artist oils cut with turpentine. Tamiya's new paints are going to revolutionize the way we build and paint our models and I can't say enough about 'em.

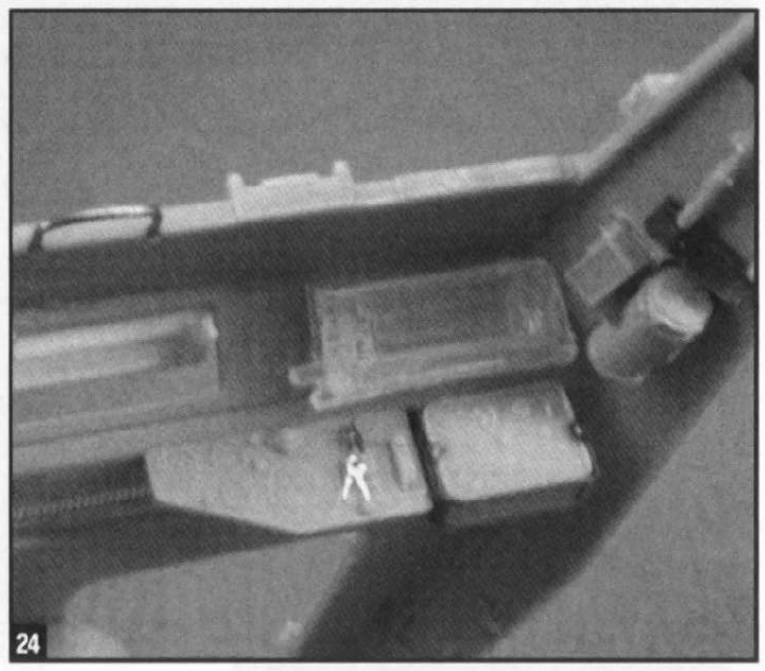
A mixture of Flat Black, Gunmetal and Rust was used to paint the tracks. A narrow liner brush was used for hard to reach areas. The rubber blocks were all painted brownish black, metal wear was added and the rubber rims on the roadwheels were painted next. There were plenty of details and stowage still to paint and slowly everything came together. A number of finishing



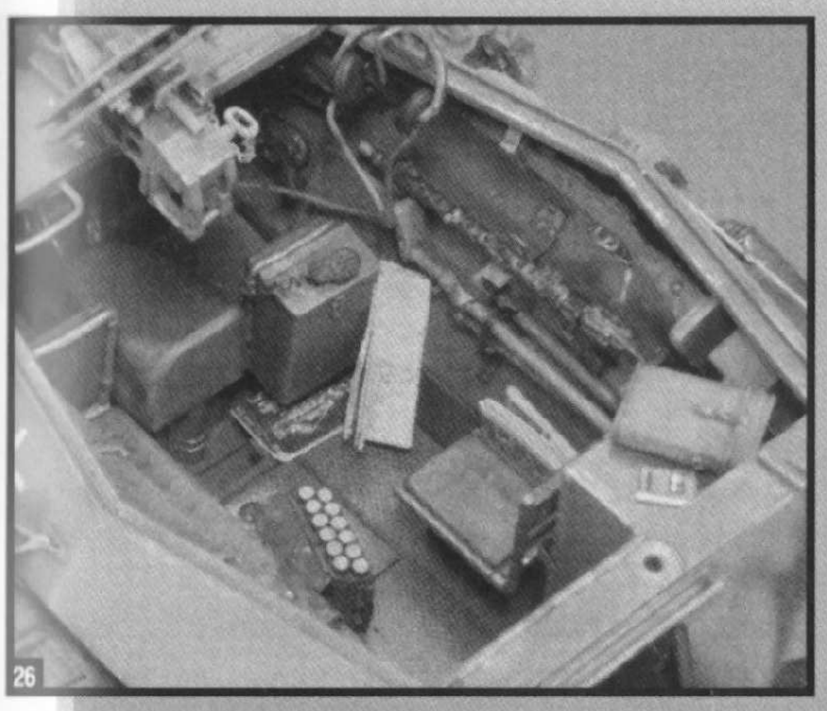


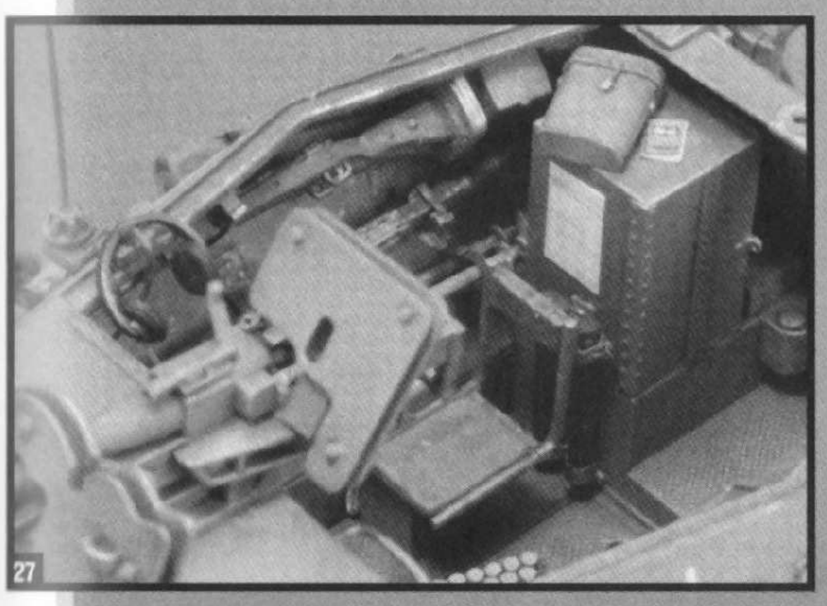


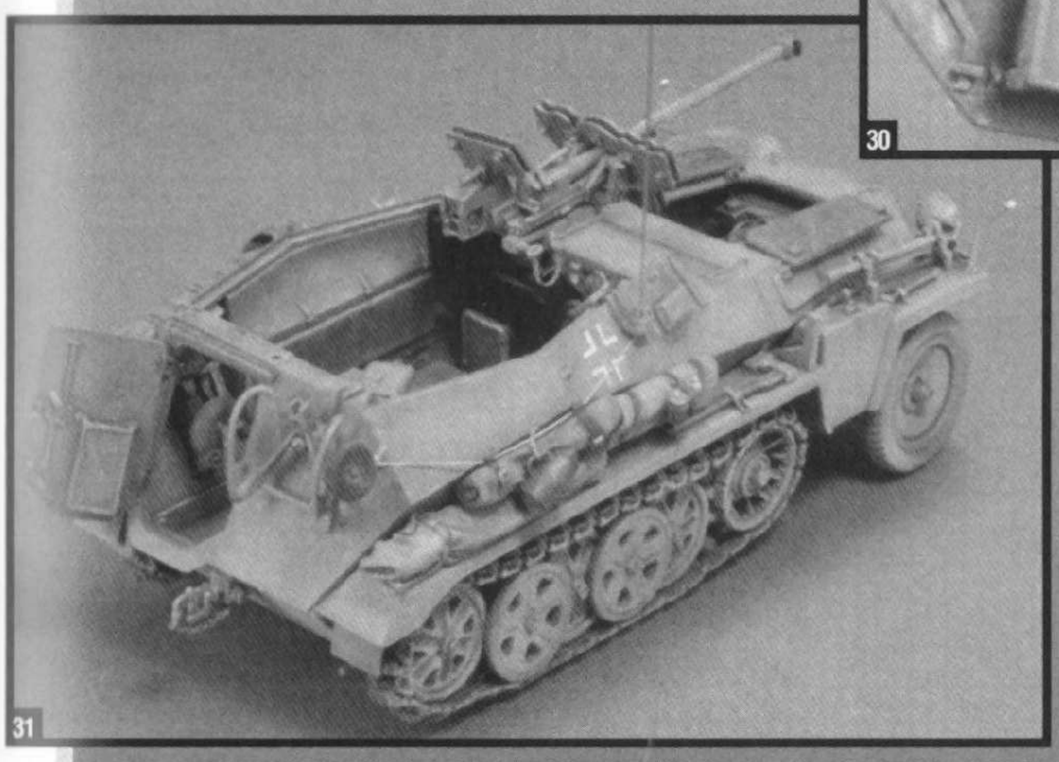


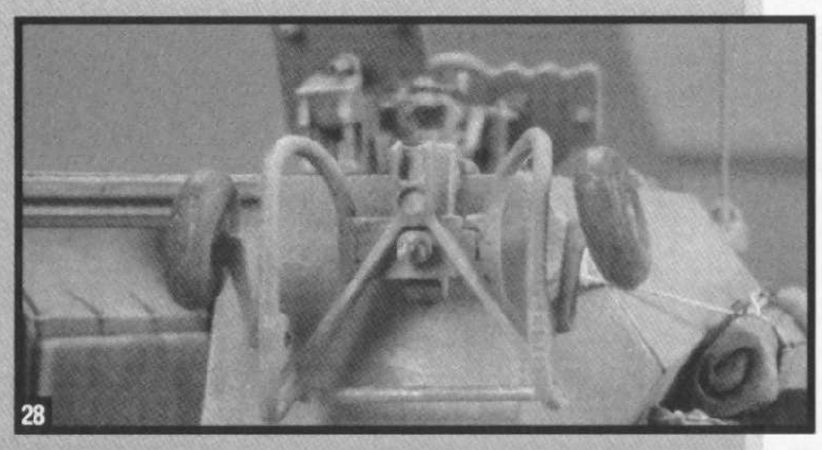


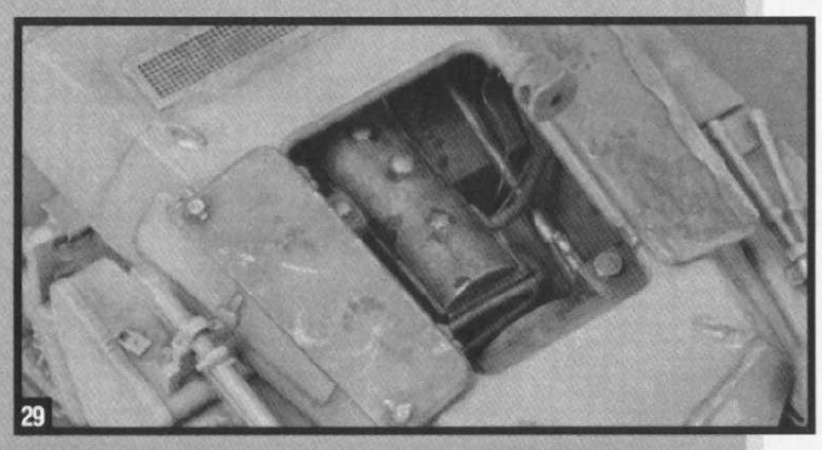
17. Dragon's 250 engine set contains two of these. As most of it won't be visible later, a few details were thrown in for wiring purposes. 18. The kit tracks are a marvel, and will remain workable with very little effort. 19. Eduard's embossed license plate, plus the reflector bracket waiting for a greif lens. 20. The front plate. The crank cover and several other "alte" details came from Eduard's set for Tamiya's 250/1. 21. These screens are also for Tamiya's 250/3, but they fill the bill here. Ditto for the tie-downs, which seemed to appear at random on the 250's. Resin visor by Jaguar. 22. Another variable is the three stowage hangers on each side of the upper hull. These are from On The Mark's padlock set, fitted with fine wire. 23. Up and in. New rifle rack, stowage brackets, and radio frame. 24. The key's the key, courtesy of Detail Master, a scale auto detail line. One of Jaguar's clear resin vision blocks is in place here. (Later, I realized it's upside down.) 25. This is the front right fender. The pole is an Elefant item with a Royal base. ABER chain was used to hook up the PzB.41 brace.

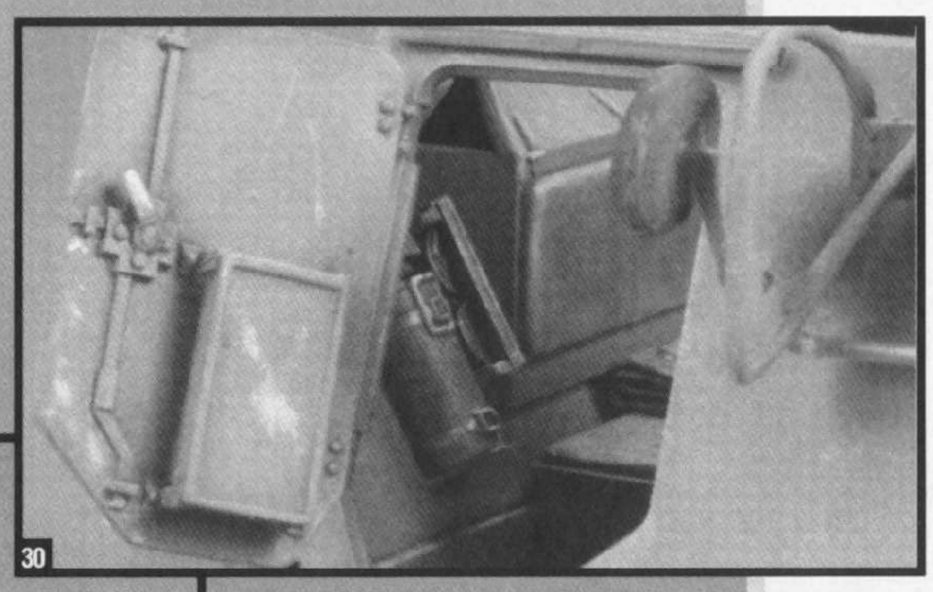












26, 27. Inside details include printed materials from Last Cavalry and Alexander the Great. The wine bottle has a 1/72nd airplane decal for a label. The headphones are from one of Tamiya's Tigers. A wire runs from the rear of the radio to the antenna mount. 28. A Grandt Line wing nut was used to make a clasp for the carriage mount. Otherwise, the carriage is just sort of hanging there on a post. 29. The engine is originally for the "Neu" version, but it works just fine here. 30. The rear door is a Jaguar items, again, originally intended for the "Alte" version. 31, 32. Stowage is a mixture of Plus Model, VP, Historex, Custom Dioramics and Jaguar. The rear reflector is a red sequin from a craft store. You can buy 'em by the bag. Also in place are Eduard's mud flaps.

details were added, as specified earlier in the text. Metal wear and rust were strategically added. On lighter areas of wear, Panzer Gray was gently drybrushed, as the base color would show through. The dash gauges were all painted with enamels and the raised details were brought out by gently rubbing them with a pencil. Each gauge was then filled with Testors Clear Parts Cement. On the outside, stowage from Plus Model, VP, Historex, and Custom Dioramics was added, along with a VP coffeepot and Jaguar helmet. The external stowage was all tied down using the hooks and shipbuilder's string. On the inside, there are newspapers from Alexander the Great, a book and Signal magazine from Last Cavalry and a map case and binocular case from VP. The ammo case is included with the Dragon kit. A wire was run from the rear of the radio to the antenna mount and the antenna itself was fashioned from stretched sprue. A VP mike was hooked up to the radio using a small stretched spring and a headset from a Tamiya Tiger kit was wired up as well. A wine bottle was painted and coated with Tamiya Clear and then a 1/72nd airplane decal was used as a label. (See? They are good for something after all.) A combination of kit decals and dry transfers made the markings. When everything was completed, Tamiya Buff was airbrushed to all the lower areas to simulate dust.

Instant Dream Machine. Kit plus 229 extra goodies. One more down, 172 to go.

—Joe Porter

MMiR RECCE

Dragon Sdkfz. 250/11 le SPW w/Panzerbüchse 41. Kit number 6132. Retail price $27.98. Kit graciously provided by the manufacturer.
Dragon Sdkfz. 250 Engine with Mechanics. Kit number 6112. Retail price $18.98.
Jaguar Models Sdkfz. 250 Wheels with Wears and Tears. Set number 63835. Resin set includes banged up roadwheels, single piece front tires and corrected drive sprockets for all 250s. Retail price $9.98.
Jaguar Models Sdkfz. 250 Hatches Detail Set. Set number 63836. Resin set includes engine doors and rear wall for the 250 Neu, but the rear door itself, front visors and clear vision blocks fit the 250 Alte just fine. Retail price $4.98.
Jaguar Models Sdkfz. 250 Detail Set. Set number 63837. Resin set includes major league upgrades for the 250 Neu, but the super detailed one-piece driver compartment is a universal fit for any of Dragon's 250s. Also includes clear vision blocks and front visors. Retail price $9.98.
Eduard Model Accessories Sdkfz. 250/1 Neu Detail Set. Set number 35237. Eduard has just announced a forthcoming set for the 250/11, but I just couldn't wait. Retail price $19.99.
Eduard Model Accessories Sdkfz. 250/3 Detail Set. Set number 35066. Retail price $11.99.
Detail Master Interior Junk. Set number 2380. Huh? This 1/24th scale set for car guys is packed with interesting stuff, including about 30 keys and a whole slew of wrenches. Retail price $5.50.
Additional individual details are specified in the text.

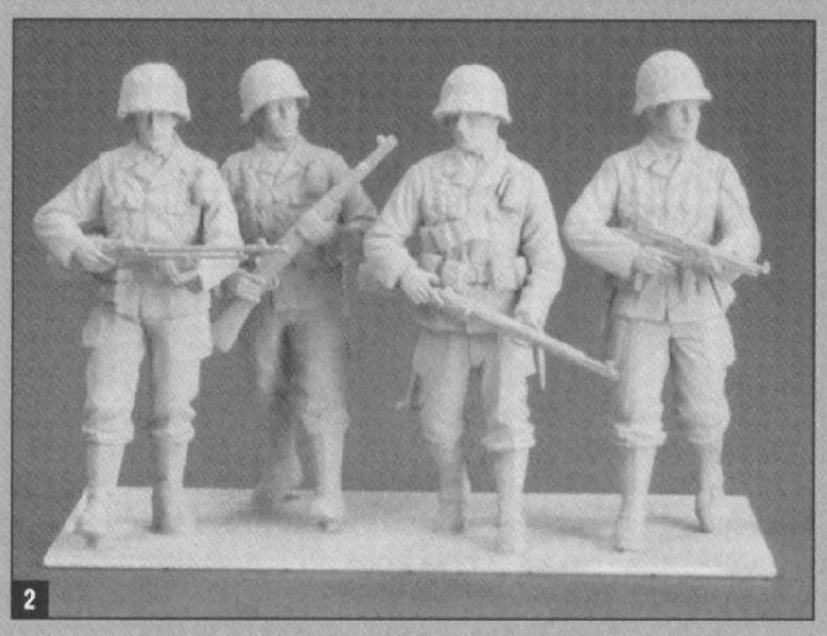
References

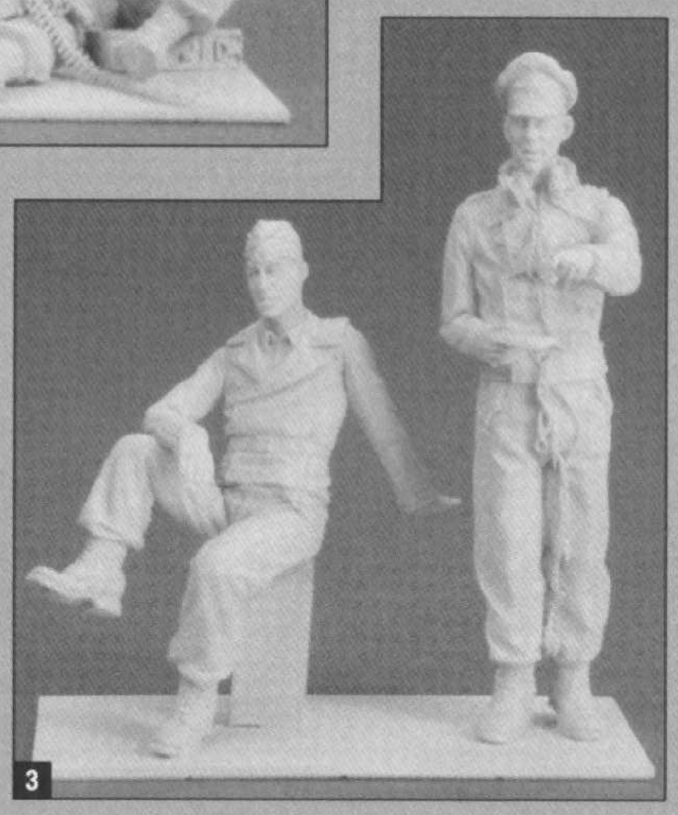
Schützenpanzer. Ryton Publications, 1996. Perhaps the definitive reference on the 250 and 251 series. Some great shots of the 250/11, particularly on page 177.
Schützenpanzerwagen. Schiffer Publishing, 1992. An affordable pictorial on the 250 and 251s. Page 13 shows the 250/11 in the same configuration as the Dragon kit, with the arm and carriage stowed on the vehicle.
Schützenpanzerwagen in Action. Squadron/Signal Publications Armor No. 2, 1972. Again, a handy all-in-one, if you can find it.
Encyclopedia of German Tanks of World War Two. Arms and Armour Press, 1993. Yep, the half-tracks are in there, too. The 250 series begins on page 162.

Mini-Men

A Peek At What's New On The Figure Front

1


2


3

4

5

Welcome to one of the biggest Mini-Men ever! We've got singles, pairs, trios, foursomes, bases, equipment, heads, and a dog thrown in for good measure. So pull up a chair, pick up a fork, and dig in.

Dragon

The friendly folks from Hong Kong keep crankin' out those oh-so-useful injection figure sets at those oh-so-unbelievable prices. Here's two of the latest.

6113, 3rd Fallschirmjäger Division (Ardennes 1944) (1), is a long overdue set of tank riders, one standing and three sitting. It's obvious that these boys are from FGR 9 and that the set is modeled after the famous photos of these guys hitching a ride with a King Tiger from the 501. Although the box art has them posed atop a King Tiger, you can put them on any tank you like. They're fully armed and everybody's smokin,' and three out of four have camo net or camo covers on their helmets. Check out the Sten gun on the standing dude. This is factual and it's a rather bizarre weapon for a Fallschirmjäger to be carrying. One wonders why he would pass up a StuG 44 for that thing. Interestingly, the Germans had planned to produce their own copy of the Sten and it may have entered limited service in March of '45.

6120, U.S. Infantry, 2nd Armored Division (Normandy 1944) (2), has four GIs on the prowl wearing the M1942 two-piece camouflage suit. It was actually the 17th Engineer Battalion of the 2nd AD that wore the suit for a short time in June of '44. Unfortunately, quick moving GI's running through the foliage looked a lot like SS troops and the suit was withdrawn. You can select the no-camo option here, as the suit bears a close resemblance to the M1942 two-piece HBT suit, which was a solid color. There's plenty of gear here, with the Garand and BAR ammo pouches all molded as separate pieces. The boss man is brandishing a Thompson. Detailing on the leggings is especially fine.

Dynasty

These guys are brand new to the resin figure scene, and along with several large scale figures and busts they've released their first three 1/35 sets.

35001, SS Tiger I Crew (3), is a hauptsturmführer and his gunner ready for the turret of your latest geekification. The faces and detailing are first rate, and the officer even has all the proper wiring molded on for his throat mike and headphones. That's a helluva nice touch.

35002, Japanese Tank Commander (4), is a standing Imperial Japanese Army officer who will fit

nicely in most Japanese turrets (we checked). He wears a crash helmet and goggles and bears a holstered Nambu pistol, and again the detailing here is fantastic. These types of figures are rare and it's always nice to have one more.

35003, German Sidecar Team (5), has a pair of dispatch riders in rubberized overcoats checking out a map. Both wear helmets with goggles either up or down. Sidecar boy wears a polizei gorget around his neck. We'll go out on a limb here and state that these are the best motorcyclists you'll ever find. In fact, we had to whip up an Italeri BMW just to see how cool they looked. (They looked pretty cool.)

Hornet

Aaaaaah. Every Hornet release is a treat.

GH27, Panzer Grenadier Officer in smock and overtrousers (Conference Group #1) (6), (whew!) is based on a popular photo of Oberleutnant Hans Wentzke of the Grossdeutschland Division. Now take a deep breath - he's resin! Yup, Hornet finally made that leap, and it's a beaut. The sculpting and detailing is everything you've come to expect from Hornet. The uniform features the proper bulk, and the detailing is impeccable. Hans wears a molded-on Luger and a separate map case. Well done! We are hoping that the title indicates that Hans is the first of what may be an entire group.

HFH03, 5 French Foreign Legion heads in parade kepis (7), provides five of Hornet's best sporting the unique French hat. Versions of this hat are still worn and one of these beauties may be the inspiration for a unique diorama. Check out the bearded fellow.

Also new is **HRH04, 5 heads with Soviet style Postwar tank crew helmets (8)**, and the helmets are first class. These represent the newer type, which are of a slightly different design.

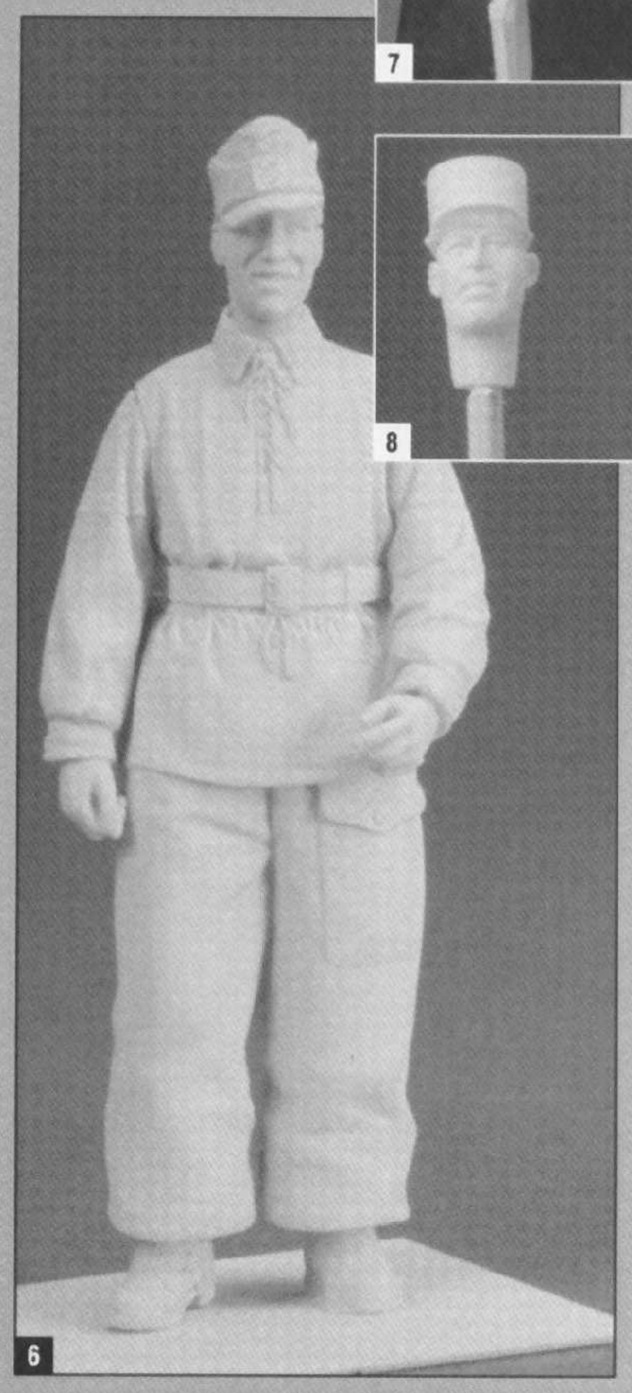
Jaguar

Jaguar never disappoints, and they lead the pack when it comes to casting resin weapons and details. Here's five of the latest.

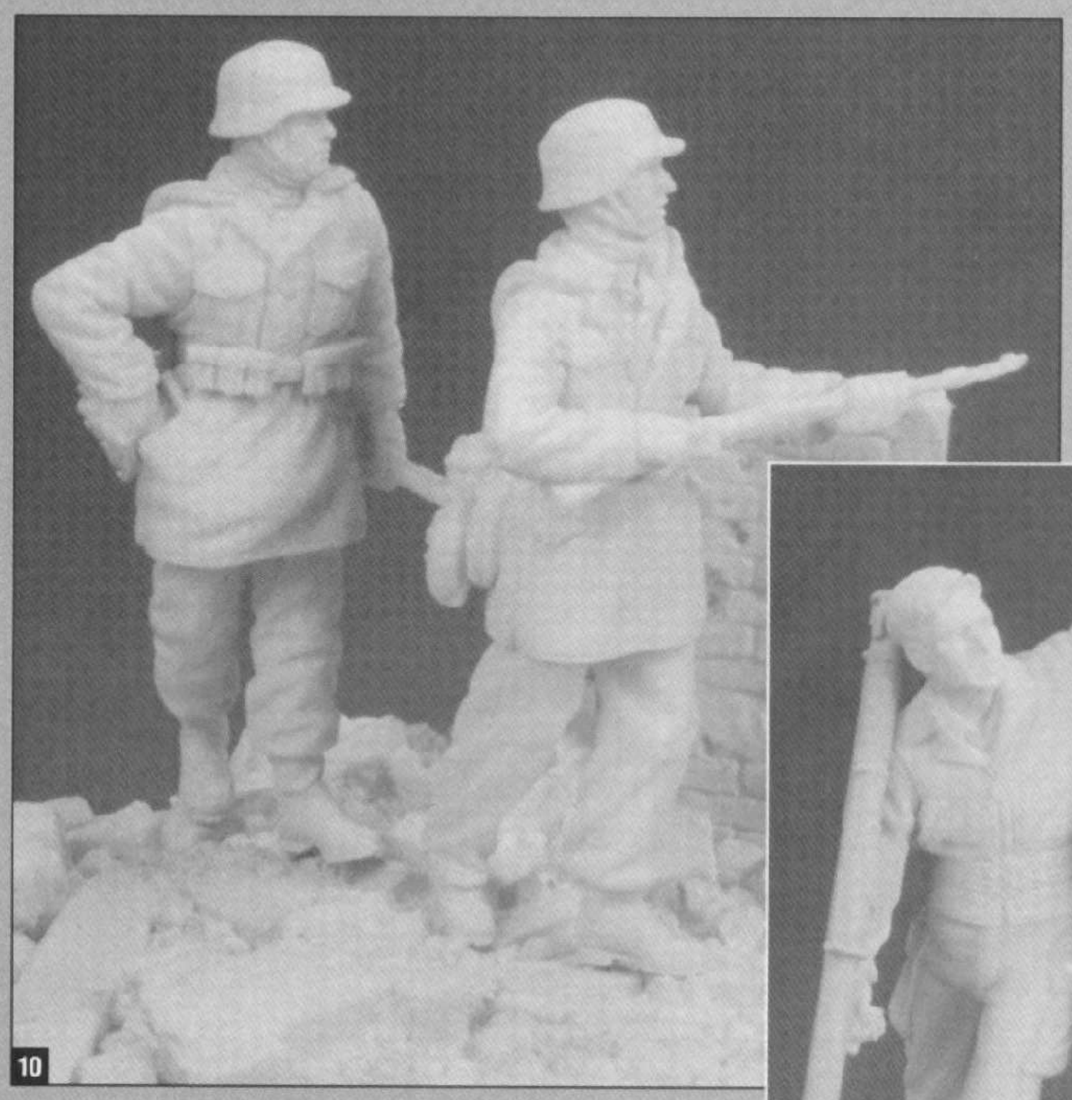
63401, U.S. Truckers, Highway One, Vietnam '65 (2) (9), has a pair of bad-ass grunts that work just fine without the truck. One has an M-16 over his shoulder (check out the hollow pistol grip!) and wears a boonie hat, while his cohort is bareheaded in an "Undershirt, Cotton, All-Season." They're wearing early-'Nam canvas ammo pouches, and the sculpting is impeccable. Just look at the seams on those trousers!

7

8


6

9


10

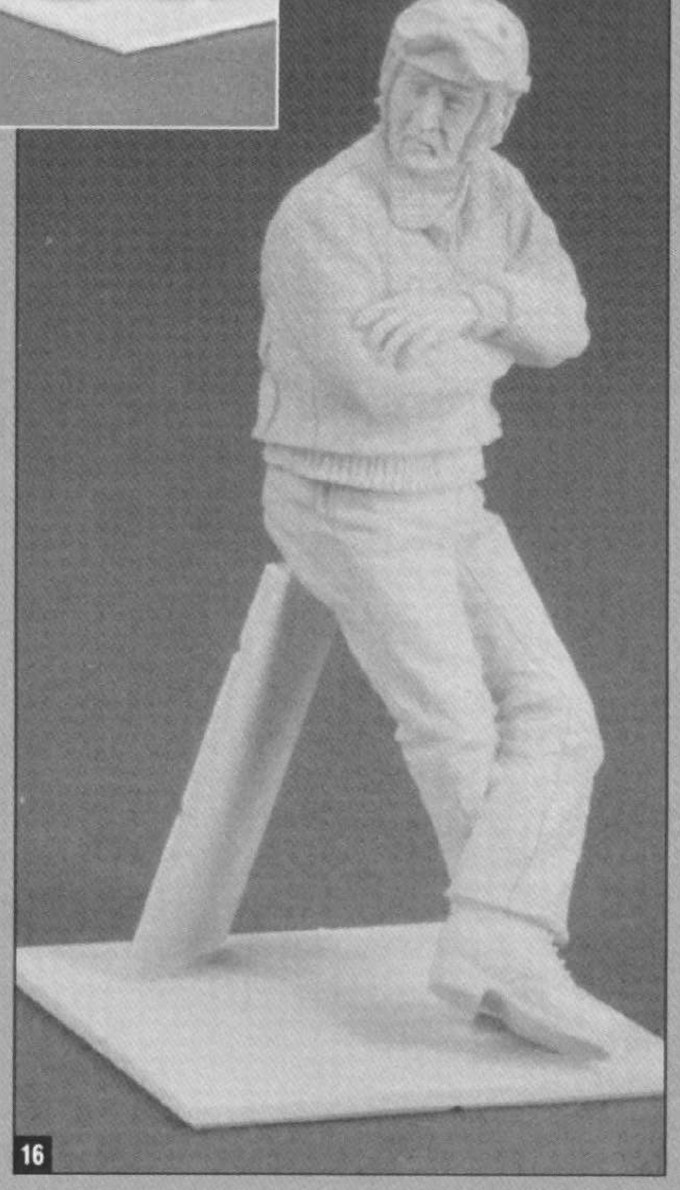
11

12

13

14

15


16

17

63106, Kharkov City Patrol '43 (10), has two helmeted-&-toqued Germans in the heavy hooded parka strolling through the ruins of a nice Jag-O-Rama base. The lead man has his Kar 98K at the ready, while his companion rustles up one of two stick grenades in his jacket pocket. Nice touch. Buckles and collars are just visible, and these boys are SS.

63108, Wounded US Bazooka Team, Normandy 1944 (11), is strikingly familiar. Hmmm, maybe the closing scenes of Saving Private Ryan? If there was a Figure of the Month Club out there in model land, this duo could well be the Pick of the Month. The posing is perfect. The wounded GI still clings to his bazooka, while his supportive buddy carries a BAR. It's beautiful, man; it doesn't get much better than this.**63110, German Soldiers at Rest, Ardennes, 1944 (12)**, features two Teutonic knights hanging out on a small Jag-O-Rama base. Both sport MP40s and wear the early pattern camo smock, and would look just right along the roadside as your latest panzer rolls by.

63113, German MP with Dog (13), has a besmocked SS type with a German shepherd (are they just called shepherds in Germany?) strolling along a very neat Jag-O-Rama with railroad tracks. Fido has found something to snarl at. We like his master a lot, as he's a rather squat fellow with plenty of gear, a menacing face, and excellent detail. You'll need to add your own collar and leash.

Resicast

The boys from Belgium are back this issue for more fun.

35509, 3' Mortar & Crew (Arnhem) (14), is a quartet of Red Devils gathered round the mortar tube. Most of their gear is molded on, and assembly is quick and easy. Three wear jump helmets while one sports a beret, and everybody wears the paratrooper blouse. It's a highly animated little scene, and the casting is near perfect. The mortar is in six parts and is as good as it gets. We like this one, and we like it a lot.

S&T

S&T was launched two years ago as a side business making the best turned and polished wooden bases you'll ever find. Well, that little business is booming, and now they're also producing resin figures.

35001, Tiger Commander WWII (15), is an instant classic sculpted by Bill Horan. You know—"Modeling Masterclass" Bill Horan. Here's a solo figure hunkered down in your turret, wearing the

peaked schirmmutze and a leather jacket. The way he's squinting over the turret roof reminds us a little (again) of the Tiger commander in 'Private Ryan. The figure includes separate wire for the throat mike and headphones, and a fine strip of plastic for the headphone band. Hoo-ah. We dig him. And we look forward to more good things from S&T.

Ultracast

Ultracast of Canada has already earned a reputation for their excellent casting and subject matter. Here's two of their latest.

35023, American Tank Crewman, Europe 1943-45 (16), is one of those rare figures that makes you want to build a whole diorama just to feature him. His legs are crossed, his arms are folded, and he's either extremely bored or highly pissed off. Picture him waiting for fuel. Or ammo. Or for a traffic jam to clear up.

35024, Russian Tank Crew Heads 1941-45 (17), is a five-head set sporting those funky padded helmets of either leather or canvas manufacture. Careful now; there's a marked difference between these and Hornet's latest, which are post-war. Collect 'em all.

SMA

We don't hear much from Scale Model Accessories, but when we do it's always something original. These samples were numbered but not named.

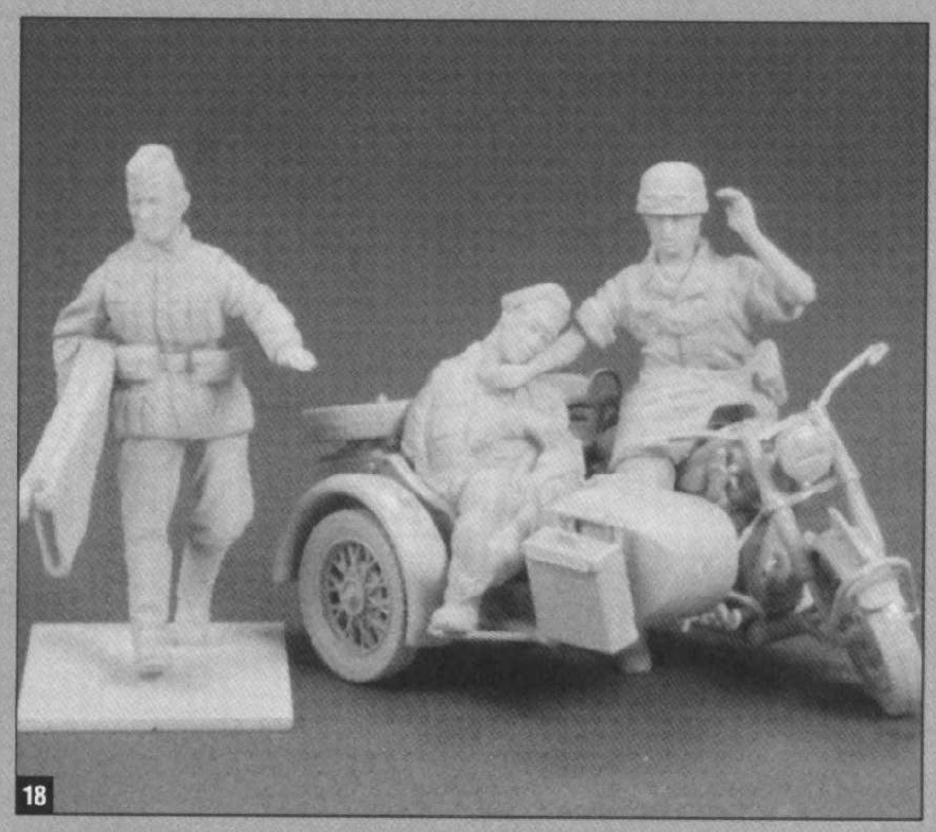
048 (18), is a German three figure set depicting a wounded man being delivered to an aid station. Included are a Fallschirmjäger feldpolizei (fallschirmfeld?) motorcycle driver, a casualty piled into the sidecar, and a medic approaching on the run carrying a stretcher. All three figures are very original, and the few parts require minimal assembly time. Again, we present our Italeri BMW as the stage. There have been plenty of wounded types hitting the market in recent years, and this is one of the more dramatic sets.

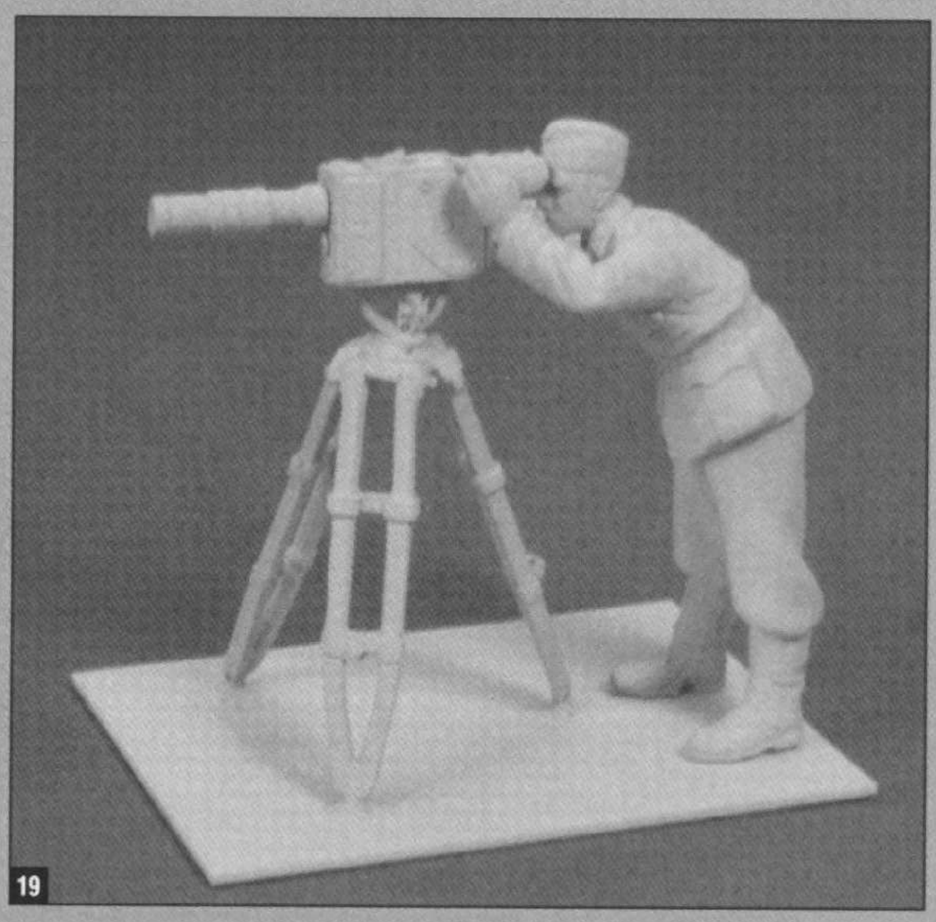
049 (19), is a German PPK cameraman. We're all familiar with the millions of miles of footage the Germans shot in WWII, and somebody has to shoot the picture, right? The movie camera and tripod are cast in white metal, with the figure in resin. The cameraman is a good fit, and this is a unique "go anywhere" piece to add interest to a diorama.

Wolf

There's a lot brewing from the guys in England, and the latest batch represents some of their best work ever.

WAW29, SS Standartenführer Witt at Kharkov 1943 (20), is a photo derivative depicting Witt in a


18


19

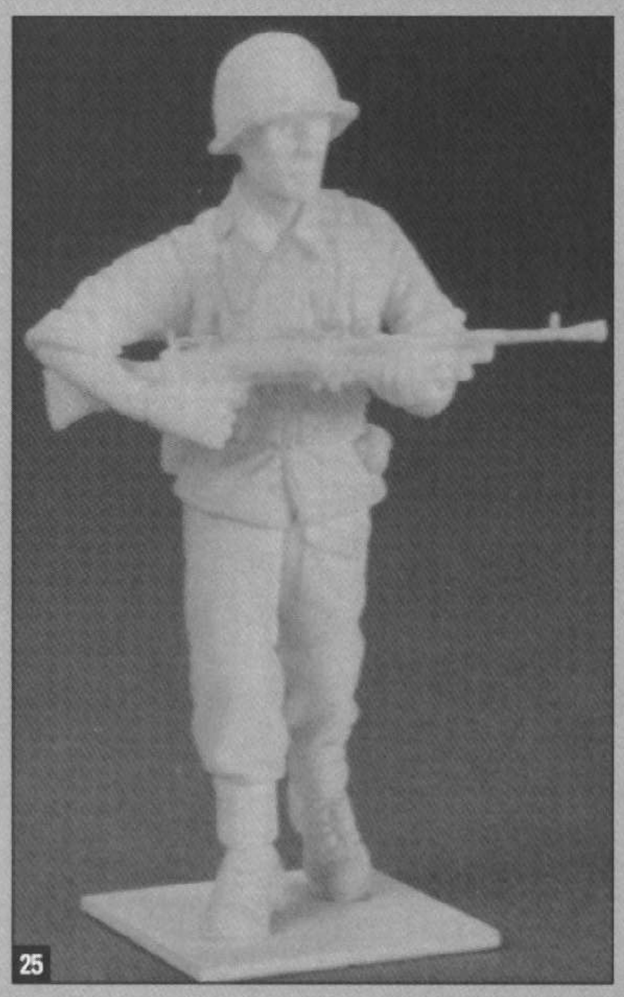
20

21

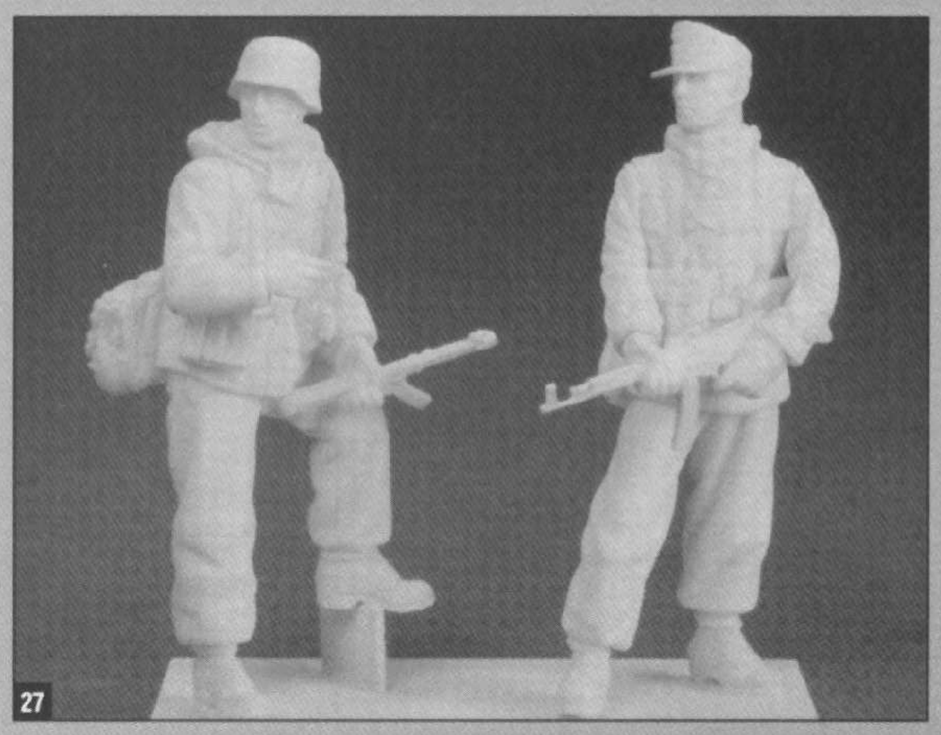
22

23

24


25

26


27

29

28

30

sheepskin jacket and felt-lined winter boots. His hands are in his pockets, pulling back the jacket, and it's a striking pose. Check out the Knight's Cross. It's interesting to note that the photo that inspired the pose also shows another famous SS man just to Witt's left, Jochen Peiper. Another in the series, perhaps?

WAW30, SS Sturmbannführer Meyer at Kharkov 1943 (21), is another photo figure, featuring Meyer in all-white padded coveralls and pile cap. This is the outfit he sported for most of the battle. He's nicely animated and the face is a good likeness; he also sports the Knight's Cross.

WAW31 (22) and **WAW32 (23)** serve as a companion set: The Souvenir Hunters #1 and #2. The first has a seated GI in wool overcoat and knit cap, designed to be posed at the wheel of a Willys Jeep. In his outstretched hand he holds a Knight's Cross. His standing companion ponders an SS officer peaked schirmmutze, and is fully geared, including field pack and a BAR (cast in white metal). The facial expressions on both are priceless. Here's an instant vignette—just add a Jeep.

WAW33, German Officer, Late WWII in Sheepskin Coat (24), is another winter SS fellow wearing camo trousers and peaked cap. His hands are sunk deep in the pockets of his sheepskin coat, and he's obviously pondering something of great importance. He's a fine stand-alone figure, or will fit nicely into any winter scene. As a matter of fact, in spite of his description, he bears a strong resemblance to an unknown officer in a photo showing Sepp Dietrich meeting with Meyer at the close of the Kharkov battle.

Warriors

Warriors has emerged as the most prolific producer of 1/35 resin figures, and here's all the latest goods.

35291, French Foreign Legionnaire, Indochina (25), presents a walkin' dude to spice up your 'Nam scenes. Many Legionnaires were attired in uniforms of mixed nationalities, as seen by this fellow here. He's brandishing a Bren Mk.2 machine gun. If the FFL isn't your bag, he could become a GI with very little effort.

35293, Wehrmacht Tanker, Tropical Dress (26), hails way back to the 35160 tank crew. He's all alone this time around, wearing tropical shorts and cap with his thumbs hooked into his pants.

35294, Wehrmacht Grenadiers 1944-45 (27), come to you straight from the pages of Osprey's The Germany Army (4) (Men-At-Arms series #330). They're a fine pair of cold weather types who are tak-

ing a sudden interest in something off camera. The fellow with the MP44 wears an anorak and is, interestingly enough, left-handed. Note the ski-jager badge on the side of his field cap. His helmeted companion wears the reversible hooded jacket and is clutching a Soviet PPS-43. He's got the appropriate ammo pouches, and all gear is molded on. Excellent.

35295, Waffen SS Grenadier (28), is a dandy SS trooper in helmet and early pattern smock, enjoying a smoke while making a sweeping gesture with his left arm. Picture him diverting traffic or pointing a passing motorcyclist in the right direction. Lots of molded-on gear makes for some great detail.

35296, Soviet Head Set No. 2 (29), is our third set of Ivan heads this time around, but these guys are infantry. It's been a while since Soviet Heads No. 1, and there's a nice variety of expressions to dress up your Eastern Front comrades.

35297, German Infantryman 1940-43 (30), presents a Wehrmacht NCO holding an MP40 and standing with one hand on his hip in a defiant stance. He's wearing a helmet and again has a nice variety of molded-on equipment. That cuff title on his right forearm puts him in the Grossdeutschland Division.

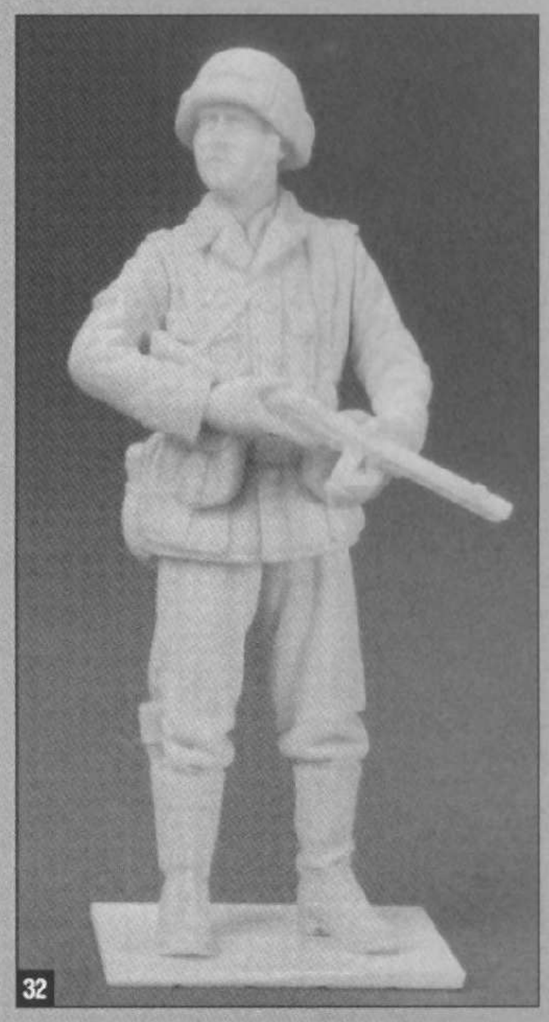
35298, German Panzer Troops, Panzer Regt. 1, Hungary 1945 (31), is another pair from Osprey #330. This is a well-executed pair, as there aren't nearly enough panzer support troops on the market wearing the reed green version of the tanker's uniform. The pointing tanker (an oberleutnant) holds a Walther, and he's got goggles around his neck. His tunic is completely buttoned over. His highly decorated oberfeldwebel companion clutches an MP40 and features a camo cover on his helmet. The insignia detailing on both figures is stunning. Well done.

35300, Infantry Feldwebel, Eastern Front 1942 (32), is the landmark 300th release for Warriors in their 1/35th series. The occasion is marked with a special figure based on artwork by Ron Volstad. In fact, his artwork forms the box label, so this is the first time you get to see what's inside. He's cradling a PPSh-41 and wears twin ammo pouches for same. There's a camo cover on his helmet (splitter-muster pattern, if you please) and a stick grenade in his boot. A must have.

35301, Commonwealth Infantryman Tropical Dress (33), brings an intrepid member of the Empire striding through the bush in the Pacific Theater. He's well-laden with gear, and carries his .303 'Rifle No. 5' at the ready. His sleeves are rolled, and his bush hat has the proper jauntiness.

35303, SdKfz 250 Crew, Bailing Out, Panzer

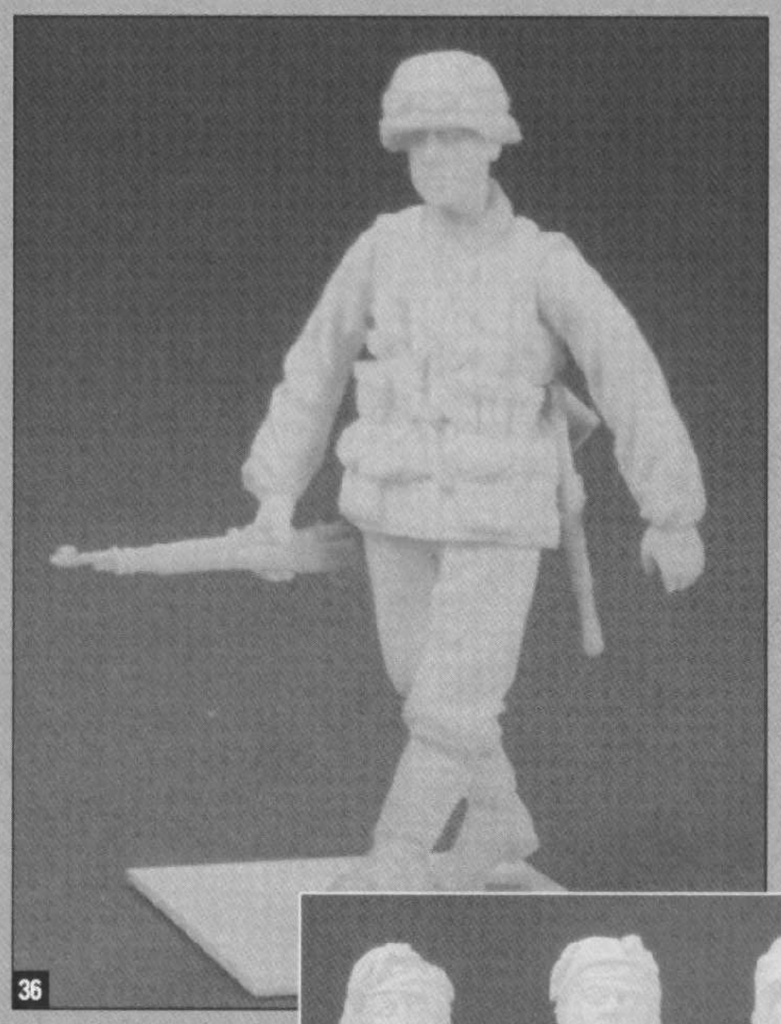
31


32

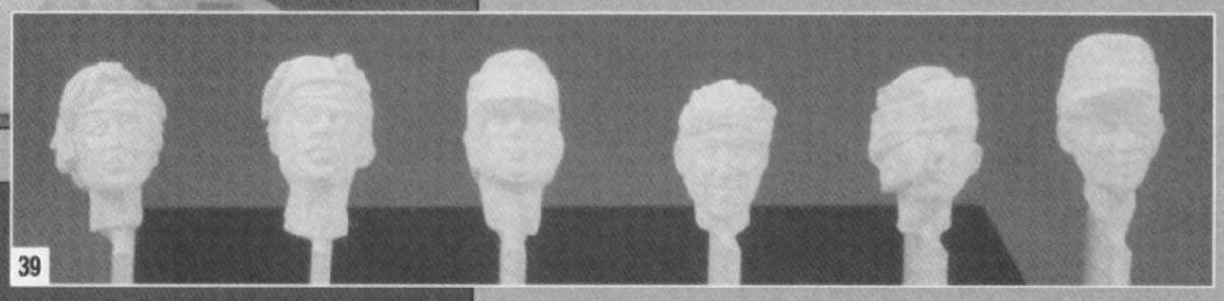
33

34

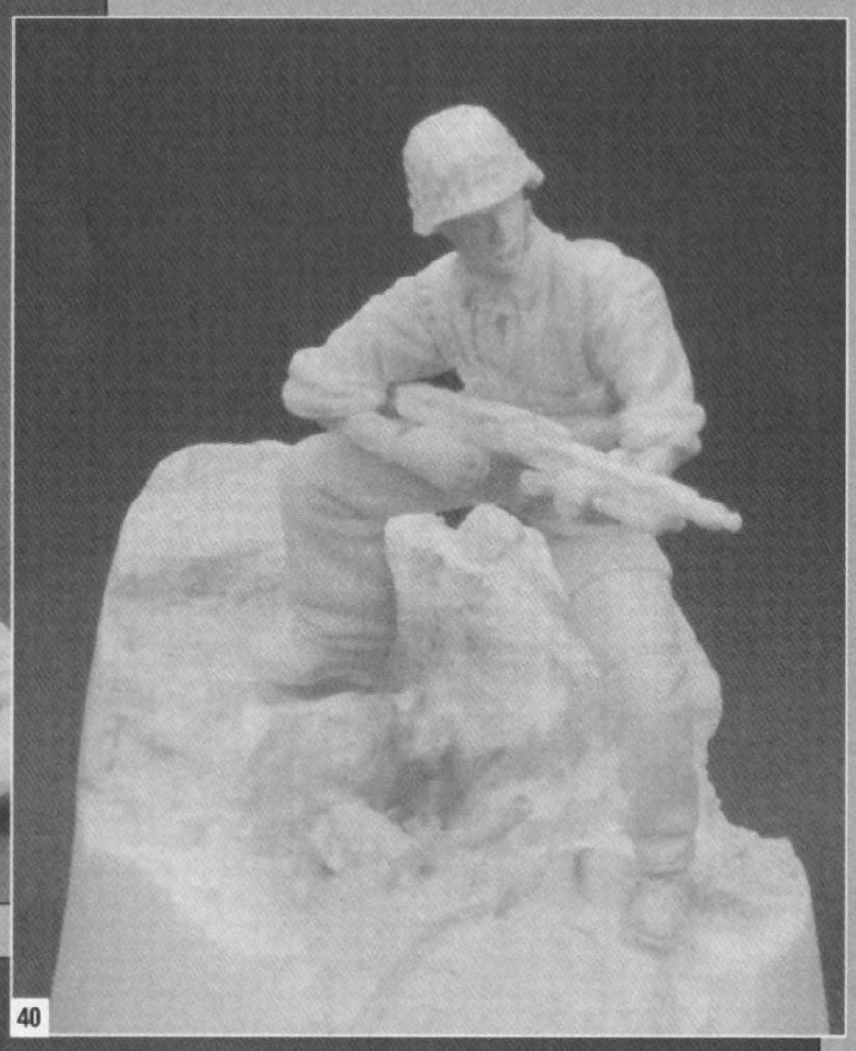
35


36

37


39

38


40

41

Grenadier GD Division (34), features a pair of Wehrmacht types pulling a Dukes of Hazzard exit from a half-track. Both wear the standard field uniform and carry Kar 98K rifles. We're quite sure they will work on a variety of other vehicles as well.

35304, GD Grenadiers Running (35), has two Wehrmacht infantrymen who are haulin' ass and coming back for a second load. The high-stepping chap has a camo cover, marching boots, and MP40, and also features canvas sapper bags full of stick grenades slung around his neck. His running mate wears ankle boots and sports a Kar 98K rifle.

35305, SS Infantryman Walking (36), is a SS dude in early pattern smock strollin' across your latest diorama. Nice goggles on the helmet, and plenty of good gear.

35306, SS Grenadier, Running/M.G. 42 Hungary 1945 (37), is another running man with ammo can in one hand and MG42 over his shoulder. He wears that weird sheepskin jacket with the hide side out, and could be posed in a few other areas besides Hungary.

35307, Mideast Arab Tank Crew 1958-1980s (38), brings a trio of Arabian knights (one full, two partial) for the more modern armor types. All three wear overalls with single breast pocket and Soviet-style tanker helmets. The main man has an AK-47 braced on his hip. A welcome addition for those interested in modern conflicts.

35308, Wounded Head Set No. 1 (39), is a good choice, gathering up six of Warriors' best casualties. Wounded heads for conversions aren't always easy to come by, so this one's a must have.

35310, Waffen SS Machine Gunner (40), has a SS trooper wailing away on his MG42. He wears a late pattern smock and camo netting on his helmet, and comes with a separate rocky base to pose him. This dude means business.

35311, German Early War Tank Crew (41), is a quartet of Panzertruppen for your Polish and French campaigns. All wear the black panzer uniform and that huge padded beret. There are two complete and two partial figures, all of which are well done. Y'know, you gotta wonder; would the Germans have gotten as far as they did if they hadn't changed their tankers' headgear?

All figures reviewed in the Mini-Men section are submitted by the manufacturers. Check with your favorite hobby shop or mail order outlet for availability.

Cool new stuff
From Ampersand Publishing

Lots of activity from Ampersand! The following is our tentative schedule of new products

Allied-Axis, The Photo Journal of the Second World War

96-page soft cover publication with rare and interesting photos of the vehicles and equipment of WW2. All photos are from the world's government archives and museums, and many are brought to light for the first time in over fifty years. Published in landscape fashion in order to showcase these rare photos in their original format and in full page size. Allied-Axis will contain two to four subjects per issue. 11 x 8.5 inch format. Soft cover with rigid binding, 96 pages, B&W w/color cover.

Some of the topics in upcoming issues will be:

• *Dragon Wagon. Extensive historic photographic coverage with both WW2 and post-war photos, many never before published. Plus many, many shots of contemporary vehicles, drawings and tech manual shots.*

• *Demag D7. Extensive coverage of a restored example plus historical photos.*

• *Kettenkrad. Extensive coverage of a restored example plus historical photos.*

• *Mack NO. 7.5-ton truck. Extensive coverage of a restored example plus historical and in-action photos.*

• *SdKfz. 250/1 "Alte." Extensive coverage of a restored example, including interior and exterior details, plus historical photos.*

• *Wespe in action. Extensive coverage of a disassembled museum vehicle (engine, gun compartment and other hidden details) plus historical photos showcasing fuse fixing and firing.*

• *Ward LaFrance M1 Wrecker. Extensive coverage of a restored example plus historical photos and tech manual shots.*

• *LVT-4. Extensive coverage of a perfectly restored example plus tech manual shots.*

• *German Heavy Guns. A multi-part series showcasing the 15cm, 17cm and 21cm gun with historical photos.*

• *DUKW. Extensive coverage of a restored example plus historical photos.*

• *Diamond-T Tank Transporter. Extensive coverage of a perfectly restored example plus historical photos and tech manual shots.*

• *German Reichbahn. Dozens of historical photos showing German rail cars*

And more!

Published quarterly $15.95

Movers, Haulers, Pushers & Shakers: Modeler's Guide to Engineering and Recovery Vehicles

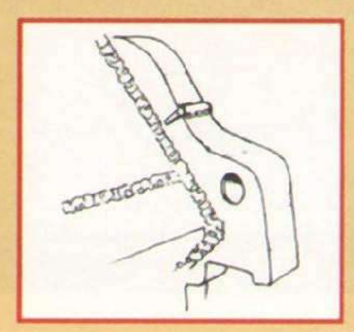
The first of a two part series covers a wide range of tracked 1:35th scale engineering and recovery vehicles from bridgelayers to ARV's, to Buffels! 15 models are covered in detail from assembly to paint. Each model is also accompanied by a detailed section

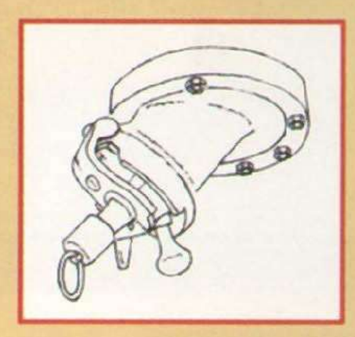
of photos of the actual vehicle, which in some instances includes rare historical photos. 8.5 x 11 inch format. Soft cover with rigid binding, 120 pages, 32 page full-color gallery section.

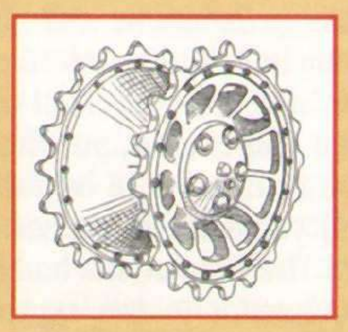
Publication date: SOON! . . $22.95

Modeler's Guide to the Tiger Tank

Get ready for a Tiger extravaganza! This will be the mother of all modeling guides, covering both the Tiger I and Tiger II! 14 individual Tiger tank models are covered, ranging from prototype to production. These are supplemented with HUNDREDS of







beautifully rendered original line drawings showcasing the many production details of the Tiger I & II—and a lavish wartime photo gallery. And, as always, the title will include a comprehensive kit and accessory list, as well as reviews and information on reference sources, plus construction notes, detailing tips and more! Thinking of turning Japanese? You'll want to wait for this one! Soft cover with rigid binding, 156 pages, 32 in full-color.

Publication date TBA $28.95

Modeler's Guide to the Sturmgeschütz

StuG madness descends! MMiR looks at all the StuG variants offered in 1/35th scale. Models A, B, C/D, E, F, F/8, G and StuG IV are covered, with StuH, early mid and late versions of the G and early and late versions of the StuG IV, too. 14 finished models in all! Like the earlier Modeler's Guide to the Sherman, this title will include scale plans, dozens of wartime photos and tons of kit reference information, construction notes and detailing tips. The ultimate modeling tool! Soft cover with rigid binding, 120 pages, 32 in full-color.

Publication date TBA $25.95

Available from your favorite vendor or directly from Ampersand

235 NE 6th Ave. Delray Beach, FL 33483 • 561-266-9686 • Fax 561-255-9786

The Mighty Maresal

A Huge Hunk of Romanian Resin from Azimut

When the Romanians joined the Germans in the fighting in Russia they did not expect the war to last for very long. However, the debacle at Stalingrad had caused the Romanians to collapse and the German army to lose the battle. The Romanians lost most of their armored vehicles and they had to obtain more to rebuild the armored formations. They decided to initiate their own tank production program when it became clear that the vehicles they were currently using were not of sufficient quality to combat the Soviet army. Initially, Romania had used obsolete French and Czech light tanks and then had tried to make their own self-propelled anti tank weapons in the form of the TACAM R-1 and R-2 but these programs did not produce a satisfactory solution, even though both types were produced in limited quantities. Losses on the Eastern Front were made up by the Germans with Panzer 38(t) and Panzer IV tanks and StuG III assault guns, but these caused strain on supplies to the Wehrmacht.

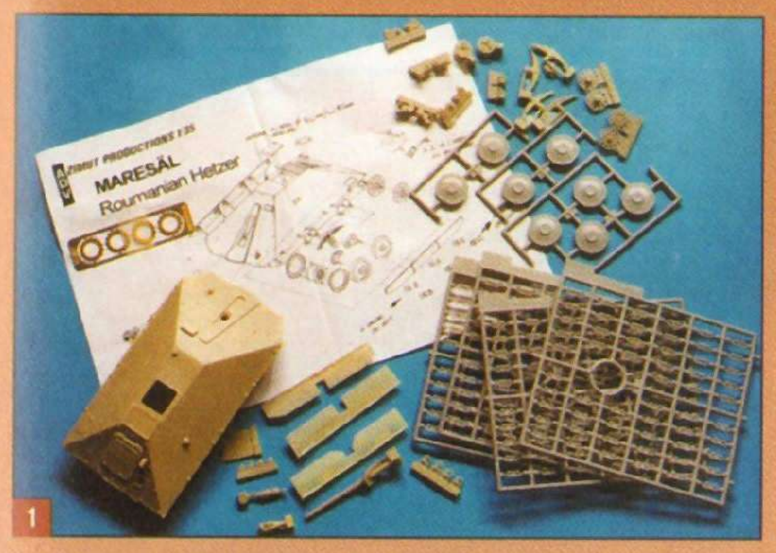
The Romanian leader Marshal Antonescu tasked Major Nicolae Anghel and Captain Engineer George Sambotin with the job of creating the new vehicle from scratch to re-equip the 1st Armoured Division. They decided to use an existing artillery gun and chassis, put them together and see what the results would be, rather than start with feasibility and design studies.

The Romanians had plenty of captured Soviet equipment to use, so the starting point was the chassis of the T-60 light tank, coupled to the 122mm L/12 M1930 Howitzer. These were assembled by the Rogifer Company and the resulting vehicle used a turtle shaped armored superstructure. It was named the Maresal (Marshall) after Marshall Antonescu and was numbered M-00. It was tested at the Suditi proving ground near the town of Slobozia on 30th July 1943. The tests revealed a number of deficiencies but not enough to stop further development. The team was allocated a workshop at Rogifer and by mid October had produced vehicles M-01, M-02 and M-03. M-03 was longer and wider than the original T-60 chassis and had a two-man crew. The driver sat to the right of the gun and acted as gunner. The loader sat to the left. At least one of these vehicles was fitted with the Soviet 76mm ZIS-3 M1942 divisional gun according to photographic evidence. This retained the seating arrangement as before, but the gun was offset slightly to the right of the center line.

Concurrent with the work on the light tank destroyer, the Romanians had been working on a new anti-tank gun, the 75mm DT-UDR M1943 designed by the Resita Company. It was really a copy of the Soviet Zis-3, which had been rechambered to fire German 75mm ammunition. It was demonstrated to Antonescu on 23rd October 1943, the same day that the M-01, M-02 and M-03 were demonstrated. It was decided there and then to try to fit the new gun to the tank destroyer and work then went ahead with the next prototype, the M-04. The driver's position was changed to the left-hand side of the vehicle at this time.

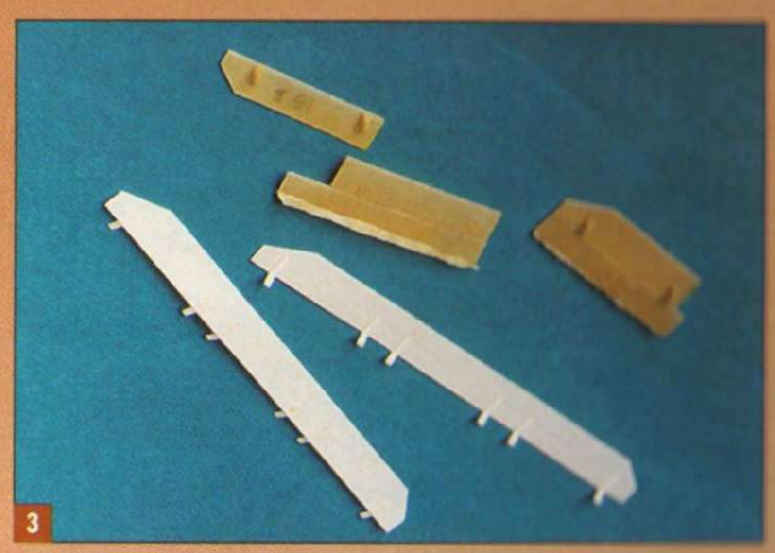
Orders for H-39 120hp engines were placed with Hotchkiss in occupied France and a delegate was sent to Germany to obtain components there, which drew the vehicle to the Germans attention. It may be that the Maresal design influenced the final design of the Hetzer, but as the Germans had the components and production facilities ready, the Hetzer went into service by July 1944.

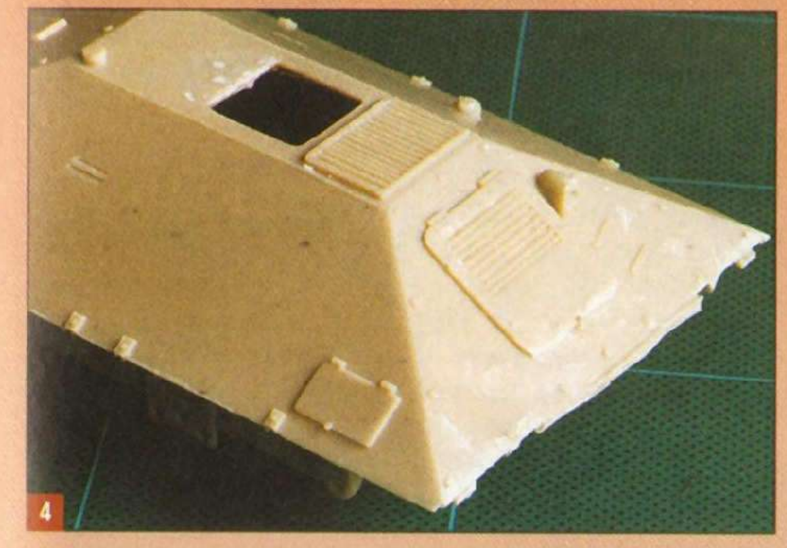
Hitler was enthusiastic about the Maresal and

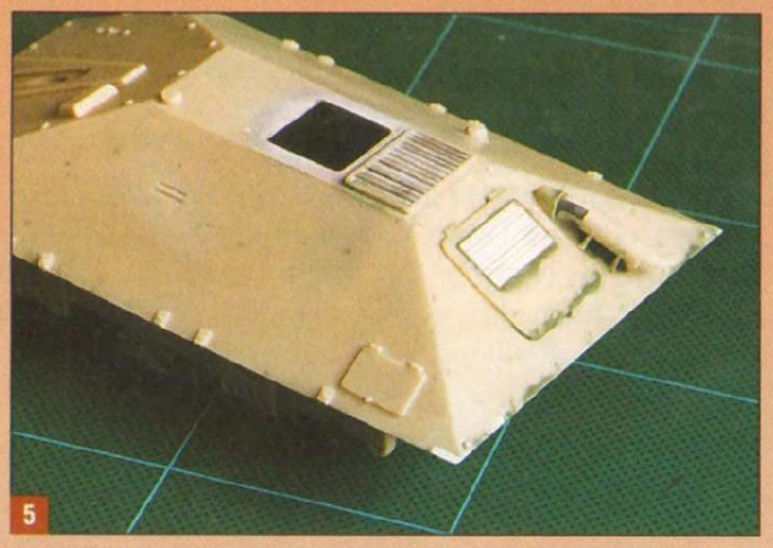


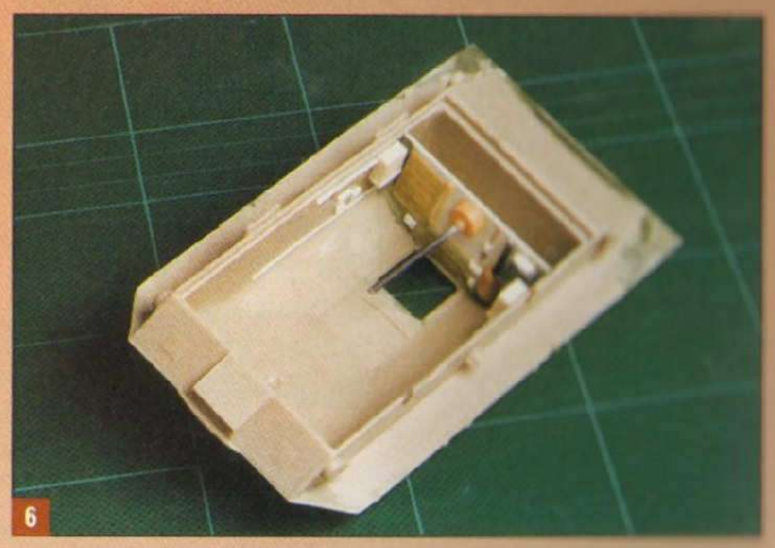
1

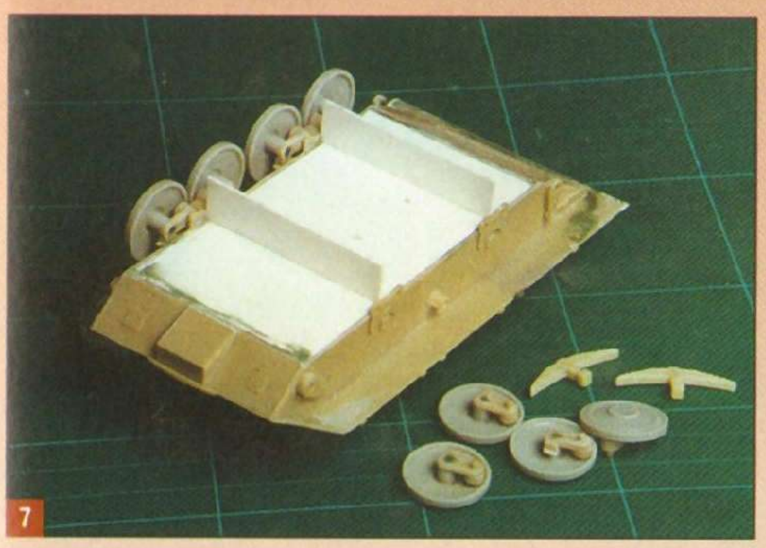
2


3


4


5


6


7

1. This is the kit as it comes out of the box. Parts from the DML Hetzer kit are included in addition to the resin parts. 2. The DML track parts assembled easily. The Maresal's sprockets were of a different pattern than the Hetzer, so Azimut supplies the outer ring as a photo-etched part. 3. The Azimut parts for the side skits were rather thick, so new ones were made from styrene using the kit parts as a pattern. 4. The major deficiency of the Azimut kit was the rough casting of the upper hull parts. There were numerous bubbles and other imperfections. 5. New louvers were created from styrene strip and placed into the hull. The numerous bubbles were filled with green putty. 6. A small amount of interior detail was added. Although conjecture for the most part, at least something can be seen through the hatches. 7. To ensure that the hull sat square during construction, I temporarily added 2 styrene spacers to the bottom of the hull. 8, 9 The finished kit ready for painting. The resin single-piece barrel was cut down to accommodate a turned aluminum Hetzer barrel from Jordi Rubio.

8

9

gave it his full support although the German production planners had their doubts, thinking that it would divert materials from their own programs. The Romanians had tried to minimize the requests they made to the Germans by obtaining materials, components and machine tools from countries such as France, Czechoslovakia, Austria, Switzerland and Sweden. Hitler recognized that this would remove his obligation to supply complete tanks to the Romanians and decided to supply the specialized components they required in order to complete the Maresal.

M-05 and M-06 prototypes were to be the final models before series production was started. It was decided to incorporate as many Romanian parts as possible and to this end the T-60 suspension system was deleted and replaced with one based on the CKD Panzer 38(t), still using the Hotchkiss engine with German radios and sights. 1,000 Maresals were ordered to equip 32 anti-tank battalions, which were similar in organization to a German Sturmgeschütz-Brigade. Although Rogifer had started production of components for the pre-production vehicles as early as March 1944, series production was not due to start until June. April 1944 saw the start of an Anglo-American bombing campaign causing damage to the factory. This meant that the Rogifer factory had to be dispersed to new sites, delaying the planned dates of the prototypes to November 1944 and series production to January 1945. Also the bombing campaign severely disrupted the Axis rail network and imported components were delayed or lost. It was decided to build the first 200 vehicles to the design of the M-05, the remaining 800 of the order to the M-06 design. By now France had been overrun and the Hotchkiss plant obviously was unable to supply engines, so Hitler authorized use of the Hetzer's Praga 160hp engine. At the same time, the Germans offered the Romanians a license to produce the complete Hetzer as by now the two vehicles had a high commonality of parts. The Germans would then supply an up-rated 220hp engine and the Romanian built vehicles would retain the Resita gun. Hitler decided to supply 15 Hetzers to allow the Romanians to become familiar with the vehicle, but these were never delivered as there was a coup d'etat and the Romanians changed sides on 23rd of August 1944.

By that time, M-05 had completed its trials but the General Staff suspended production on the 29th to allow Soviet ground forces to cross Romanian soil. On the 21st of September test firing and trials of M-05 resumed, with good results. However, the armistice protocol signed with the Soviets called for the eventual dissolution of the mechanized troops and the whole project came to a halt. The Soviets either confiscated or destroyed most of the plans and designs of the vehicle, as well as all of the completed examples of the real tank.

The Romanian army ended up using Panzer IV's and StuG III's against their former allies for the last few months of the war.

Hitler became more and more interested in light self-propelled anti-tank systems and pressed for the kleinstpanzer project to go ahead in Germany. It was given the names "Wanze" (Bed Bug) and E-5. BMW made mock ups of a light tracked vehicle

known as "Rutscher" which had two recoilless guns in a fixed casemate. This drew interest from the Luftwaffe who wanted it for the Fallschirmjager divisions, but the project was never to proceed beyond drawings and mock-ups. Interestingly, the Bundesweher considered a similar concept in the 1950's.

Maresal was an interesting design, which never saw action due to Romania's weak industrial base. There is no doubt that it would have been a very effective weapon in service, as well as being an imaginative use of limited resources. Seven Maresals took up as much armor as only one Panzer IV for effectively the same firepower per chassis.

The Model

ADV/Azimut have produced a 1/35th scale mixed media kit of the M-05 version of the Maresal. The hull is made from yellow polyurethane resin and the wheels and tracks are plastic, taken from Dragon's Panzer 38(t) set. The suspension components, sprockets and idler wheels are all resin, with the exception of the toothed sprocket rings, which are made from etched brass. A small instruction sheet accompanies the kit, featuring a large exploded diagram to aid assembly.

There was a problem with the kit, due to production rather than the quality of the mastering. The hull was riddled with air bubbles, which took a fair amount of time to fill and sand. Other detail was quite crude and had to be refined or replaced.

I decided to replace the engine vents on the roof and engine deck. The areas were drilled out and squared up with a file. New louver sections were fabricated from plastic sheet, surrounded in plastic sheet boxes and cemented into position on the engine deck. A bulkhead was cut out and fitted to the interior between the roof hatch and vent grille. I made up detail from pieces from my spares box, assembled to look like mechanical parts, as well as a fake drive shaft. This was all painted before I added a plastic sheet floor to the hull. At least when you look through the hatch there is something to see, albeit conjectural.

With the floor in position it was time to assemble the suspension system and wheels. I cut some spacers to the correct depth and tacked them to the bottom of the hull to ensure the vehicle sat square

13

when finally assembled. The resin suspension springs and swing arms were cleaned up with a file and assembled. The location holes on the hull sides are well designed and I had no problems at all lining up the wheels. I added bolt heads to the sprocket rings using plastic sheet cut with a punch and die set. The Dragon plastic track is a nice addition to the kit and goes together quickly and easily with normal liquid plastic cement. I made up short lengths using a steel rule to align everything properly. Once the track sections were placed over the

10

wheels I introduced a small amount of sag on the top runs between the sprocket, return roller and idler on each side.

I added smaller detail parts to the upper hull. I used the horn, aerial mount and Notek lamp from Tamiya's Panzer IV On Vehicle Equipment Set. The mounting bracket for the Notek lamp was made from thin plastic strip. The side lamps were made from sprue shaped with a file. The insides were drilled out and painted silver. Lenses were made using clear plastic sheet cut with the punch and die set.

12

The kit has a gun barrel and mantlet cast together in one piece. I decided to remove the barrel from the mantlet. Once the mantlet was cleaned up and drilled out I mounted a Jordi Rubio "Hetzer" aluminum barrel. The kit resin muzzle brake was used with minor adaptations to mate up with the Rubio barrel. The exhaust cowl was hollowed out and the resin exhaust pipe was replaced with one formed from plastic rod.

ADV/Azimut supply resin side skirts but these were very brittle. I used them as patterns to make new items from thin plastic sheet, detailed with plastic strip and bolts cut with the punch and die set. Finally, a figure was added, using head and torso from old figures from the spares box.

11

10. I finished my kit as if it had served with the Romanian army against the Germans. The Romanian star marking was made by first spraying the hull side red, then masking off the star with a Letraset rub-down. White was then added and the area was again masked, this time with Frisk film. 11. The final color of the tank was Humbrol Green 159. The figure is in the Russian style and is composed of parts from my spares box. 12. Details, such as the siren and the Notek light, were added from the Tamiya Panzer IV accessory set. 13. There is sufficient room behind the commander figure to see into the hull! The new louvers are in evidence here as is the antenna mount, which also came from the Tamiya set.

Painting

I wanted to paint the Maresal as if it had been used by the Romanians against the Germans, which of course it never was. I decided on a red star in a white roundel, over a drab green paint scheme. I used a reverse painting technique. First the sides were airbrushed red. When the paint had dried I added Letraset rub-down stars. The sides were then painted white and the stars were lifted off. The marking areas were then masked with circles of Frisk masking film and the whole vehicle was sprayed with Humbrol Green 159. The tracks were painted in a mix of Humbrol Black, Dark Earth and Red enamels, lightly dry brushed with Steel. The same mix was applied to the exhaust system. Tires on the road wheels were painted Tank Gray. I used pastel chalks to add light weathering then used Aeromaster Flat Clear to fix everything.

Conclusions

With the exception of the air bubbles this was a good kit to build. I liked the idea of using commercial plastic wheels and tracks to ease assembly. The finished Maresal tank destroyer was well worth the effort, and is interesting to see placed next to a model of its contemporary, the Hetzer.

—Fraser Gray

MMiR RECCE

ADV/Azimut Maresäl Romanian Hetzer, kit number 35007. Suggest U.S. retail price $92.98.

References

Specialpanzerfahrzeuge des Deutschen Heeres, Band 8 der Reihe Militärfahrzeuge, by Walter J. Spielberger. Motorbuch Verlag 1987. ISBN 3-87943-457-3. This German-language book contains 2 fascinating photos of the Maresal prototype and a brief mention of its development.

RZM IMPORTS

Armour Modelling

ARMOUR MODELLING ISSUE NO. 20!

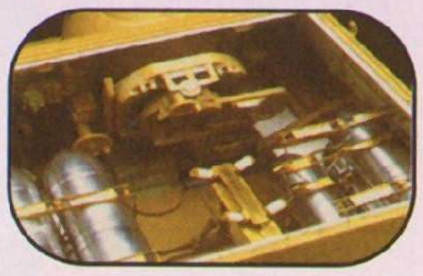
NEW!

ONLY $12.95 each

Japan's No.1 modeling magazine is now available in the USA directly from RZM Imports! This bi-monthly publication is jam packed with 112 pages of dioramas, new product releases, line-drawings, and "how-to" features by Japan's most celebrated modelers!
Every issue contains 36 pages of full color and includes beautifully photographed exposes on:

- **Super-detailing**
- **Painting techniques**
- **Weathering techniques**
- **Diorama construction**

and more!



BACK ISSUES AVAILABLE

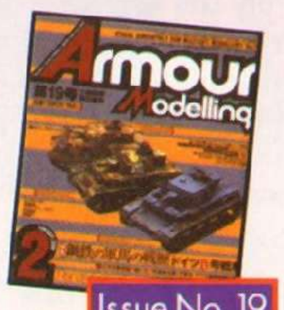
Issue No. 14

Issue No. 15

Issue No. 16

Issue No. 17

Issue No. 18



Issue No. 19

SUBSCRIBE TODAY!

Order now and save 30% off the regular price!
For just $66.00 you can have 6 issues delivered by 1st class mail to your door. A new issue is released every February, April, June, August, October, and December.

See page 33 for RZM ordering information.
Visit our website www.rzm.com

The Model Citizen

It is our great pleasure to welcome you to an all-new regular feature. Since Ampersand Publishing was launched in 1924, we have had countless requests (okay, it was three) for a regular column on figure painting. After all, our name implies that we cover all aspects of the military modeling hobby. And we also just happen to know that there are a lot of armor modelers out there who would rather try a do-it-yourself root canal than attempt to paint a figure. We feel your pain. But there are a lot of really cool figures out there today, and we have that Mini-Men thing everyone seems to enjoy. Even if you're not making a diorama, a well-executed figure always does wonders for your AFV. So, our goal is to alleviate the frustrations, solve the mysteries, win the lottery, and bring you a handy reference that will facilitate your journey into the magical world of figure painting.

The Four Basics

On most figures, you're going to find four principal areas: flesh, cloth, metal, and leather. (More modern materials such as plastic and Spandex will be covered as the need arises.) In this, our inaugural column, we're going to discuss these four basics. In future issues we'll be focusing on specific figures and specific patterns and techniques, and referring back to these pointers. So we hope you bought this issue, or you won't know what we're talking about later on.

Flesh

No one's going to argue that the most difficult part of figure painting is flesh tones. The face defines the entire figure, not only by its expression but also by the execution of the painting. The figure's flesh shouldn't look like any other non-organic material; it is, after all, flesh. Here's one of the all-time classic 1/35 heads from Hornet, by the master hand of Roger Saunders. Try this.

You're going to need some tubes of oil paint. They may seem pricey compared to regular bottles of hobby paint, but they'll last for years and you'll get about 500 heads per tube. You'll need Windsor & Newton #20, Flesh Tint; Windsor & Newton #40, Titanium White (other whites work just as well); Windsor & Newton #44, Yellow Ochre; Grumbacher #P023, Burnt Sienna; Grumbacher #P172, Raw Umber; and enamels you probably have already, Flat Black and Flat Red.

Heads are more manageable if they're painted separately from the body. Use your pin vise to drill a hole in the neck, cram in a toothpick, and use a chunk of balsa or Styrofoam to hold the head when you're not painting. Use an index card as a palette, and squeeze out a small glop of each oil color leaving plenty of room between each glop. (Glop is a technical modeling term meaning "the size of a large green pea, give or take") And here we go.

Step 1: Use a small, stiff brush and liberally apply Burnt Sienna to the entire head. Be sure and work the paint into the ears, eyes, nose, and mouth. Using a larger, stiff brush, immediately brush off as much of this paint as you can. Work from the center of the forehead and brush downward. What you end up with is Burnt Sienna in all the facial crevices but not the raised areas, creating automatic natural shading.

Step 2: Using a small, soft, clean brush, create a 50/50 blend on your palette of Flesh Tint and Yellow Ochre. You'll know the right color when you see it—a nice mid-range flesh tone. Wipe off your brush and then gently dry brush this new color onto the face, again working from the forehead downward. You're targeting the highlights of the face, which were created by removing the Burnt Sienna. Don't overdo it; a gentle application is sufficient.

Step 3: Repeat Step 2 using a clean brush and Titanium White. Again, you're targeting the highlights of the face. By repeatedly wiping off your brush, you can softly blend all the colors together. Be gentle; you're blending the colors, and too much pressure will just wipe off the paint. It's important that no thinner is used with these oil paints. If your brush gets gunky, use a fresh brush. Oil paints have a nice, long drying time, so there's ample opportunity to blend the paints. Thinner, or a brush that's been dipped in thinner, is going to screw up everything. At this point, a small dot of Flat Red is mixed into the flesh combo on the palette, and then lightly applied to the lips. Not too red, or you're ready for the all-male revue. But lips are a different color than skin, so "a pinkish hue" is needed.

Step 4: Blending of the White continues. Now take a toothpick and shave down one end to as fine a point as you can manage. Got toothpicks? They'll save you a fortune in paintbrushes, and a box of several hundred only costs a buck or two. They're great for painting insignia, buckles, buttons, and eyes. Pick up a tiny speck of Flat Black on the shaved end, and fill both eyes and the mouth. If you shave your toothpick long and thin, you can just lay the toothpick into the cavity and the black will bleed right off.

Step 5: Paint the hair with Flat Black. Use your toothpick or a fine brush and add eyebrows. On your palette, add just a bit of Raw Umber to your flesh blend, then gently blend this darker color onto the head for facial hair. Be careful not to overdo this step, or you'll end up with a cartoon effect. Razor stubble should be subtle, and shouldn't look like someone ran a paint roller over the lower half of the face. Gentle addition of this dark shade to the upper lip, chin, and jaws will provide just a hint of five o'clock shadow. Say "subtle stubble" ten times and keep blending.

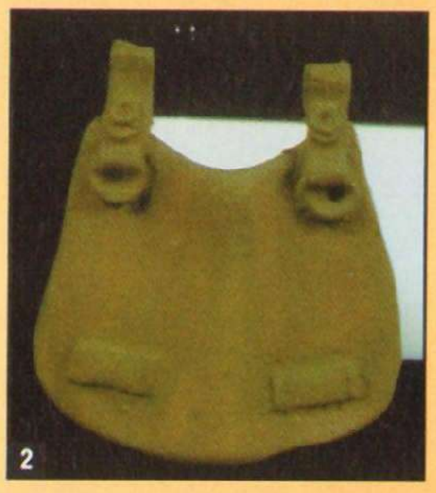
Step 6: The finishing touches. Use a freshly shaved toothpick and add a pinprick of white to each side of the eye. Remember that the iris forms 1/3 of the eye, so your white can't be too much or too little. Look in the mirror for reference. Larger scale figures require eye color and pupils, but on most 1/35th figures a black iris is sufficient. Our man is looking straight ahead, but remember that you can add infinite character to a figure by having him looking off to one side. In this sample, the same toothpick can be used to add teeth. Pick your hair color; here, Yellow Ochre and Raw Umber were dry-brushed onto the highlights of the air, leaving the recesses dark. White was then used as the final highlight. As a last step, a fine brush can be used to go back over the darker areas with Burnt Sienna. Pay particular attention to creases around the mouth and eyes, shading beneath the chin, etc.

There are so many heads on the market today that you don't have to settle for anything that's poorly defined or lacking in detail. These techniques work on any head, but the extraordinary level of sculpting found in Hornet heads can add zing to anything you're working on. It will take a bit of practice to get the hang of this technique, but stay with it and you'll be amazed what you can do in about 30 minutes.

Cloth

Cloth, cloth, everywhere. If you're painting military figures, you're gonna have cloth. For technique demonstrations, let's look at a 1/35th German bread bag (Brotbeutel), one of the most common German accoutrements of WWII.

1


2

3

4

5

Step 1: Apply the primary base color. Bread bags were manufactured in gray, brown, green, field gray, and various shades thereof; this one happens to be a lovely light olive. No matter the color you're working with, an enamel base color will need to dry for 24 hours. An acrylic base color such as Andrea or Vallejo only needs 20-30 minutes. Drying time will depend on where you live, the time of year, the temperature, the level of humidity, how tall you are, and what you had for lunch a week ago Tuesday. In other words, experiment and learn those drying times.

Step 2: Squeeze a glop (see Flesh) of Grumbacher #P172, Raw Umber onto your palette. Dip a medium-size brush such as a #3 (or for a larger area, use a larger brush) into your turpentine and start creating a wash on your palette. Lightly pull the Raw Umber away from the primary glop. You want a wash that looks opaque but is still runny, almost like a thick Coke. Grumbacher Gum Spirits of Turpentine is perfect for washes and working with oils. Create a working pool; the wash can continually be grown as needed. Now put a few quick swipes onto your painted piece. What you're looking for is a darker version of the base color. For 90% of all military colors, Raw Umber is the wash of choice.

Step 3: Time to dry brush. Drybrushing colors vary depending on the base color. For a highlight shade, mix your base color with Flat White. Most of the khaki family can be drybrushed with a light sand color. Using a short-bristled, stiff brush, pick up just a touch of your highlight color and wipe off as much as you can on a cloth. Now gently apply this color to your target piece. If you do it right, hardly any color will leave the brush. Use short, quick strokes and keep working the brush until the highlights begin to appear. Focus on the edges and raised details.

Step 4: Washes can also be applied as a "spot wash," sometimes called "lining." Use a fine pointed brush and a slightly thicker mixture than your first wash, and focus on darkening areas around the raised details. In this case, the lower leather tabs and the upper D-rings all received the spot wash. Now take a flat, stiff, wide brush such as a #4 chisel and dip into the unthinned Raw Umber. Wipe off your brush, and begin working the brush into the recesses and folds. In this case, there are two deeper areas running vertically through the canvas flap of the bread bag. Scrubbing them with Raw Umber gives them added depth.

Step 5: The finishing touches. The leather tabs and D-ring straps are painted with a mix of Flat Black enamel and Raw Umber oil paint. The cloth buttons on the belt straps are painted a sandy yellow, using a toothpick; likewise the metal D-rings themselves are painted using a toothpick and a dirty Silver color.

Obviously, there are 7,012 different ways to paint cloth. This is but one of them; it works, it's quick, and it's effective.

Leather

This one's a breeze. Just remember that if it's black leather, it's dyed. And if it's dyed, and it's on a field soldier, it's going to be scuffed and worn and the original hide color is going to show. Let's party with a 1/16th German P.08 holster from VP, shall we?

1

2

3

Step 1: On your palette, mix Flat Black enamel with a touch of Burnt Sienna and Raw Umber oil paints, and paint the holster. **Step 2:** Dry brush the larger areas of the holster using only Burnt Sienna and Raw Umber. Brush gently, and bring up a subtle reddish /brown tone. Then add Yellow Ochre and pay particular attention to the edges and areas that would receive the most wear. Step 3: Using thinned Flat Black, line the underside of the flap and the edges of the strap. Paint the buckle silver. Party on.

Weapons & Metal

Our weapon demo features the MP44 assault rifle from Tamiya's WWII German Infantryman in Reversible Winter Uniform (#36304). Like the holster, it's 1/16th, but the same principles apply to weapons of all scales.

Step 1: On your palette, mix Flat Black with a Gunmetal enamel of your choosing. Paint all metal areas of the weapon. Keep in mind that magazines are often manufactured by other companies, and may not be the same metal color as the weapon itself. Paint the wooden areas with a sandy yellow acrylic. **Step 2:** Dry brush varying shades of silver onto the weapon. Pay attention to high-wear areas, such as the trigger and cocking handle. Paint the wooden areas with slightly thinned Raw Umber + Burnt Sienna, using your brush to create the wood grain. If there are metal fixtures on the wood (as on the butt here), paint them once the wooden areas are completed. **Step 3:** More silver highlights and gentle scrubbing of the weapon. Thinned Flat Black + Raw Umber are used with a fine brush to darken recesses. The magazine is completed, along with scuffs and metal wear. Once the wooden areas are nearly dry, they're gently scrubbed to show wear on the wood. If there's a screw in the grip, now's the time to paint it. Simple, yet effective.

1

2

3

Tired Of Panthers And Shermans?

PST

1/72 SCALE FROM BELORUS

NEW

72032 ZIS-42 Halftruck (147 parts)

72001 IS-1 H.Tank, Mod. 1943 (186 parts)

72003 IS-2M H.Tank, Mod. 1944 (193 parts)

72004 ISU-152 Heavy Self Prop. Gun Mod. 1944 (190 parts)

72005 ISU-122 H. Self Prop. Gun Mod. 1944 (191 parts)

72006 ISU-122S Heavy Self Prop. Gun Mod. 1944 (190 parts)

72029 ZIS Truck Uncovered (51 parts)

PT72001	IS-1 Heavy Tank, Mod. 1943 (186 parts)	~~$9.98~~ *$8.46*
PT72002	IS-2 Heavy Tank, Mod. 1943 (193 parts)	~~$9.98~~ *$8.46*
PT72003	IS-2M Heavy Tank, Mod. 1944 (193 parts)	~~$9.98~~ *$8.46*
PT72004	ISU-152 Heavy Self Prop. Gun Mod. 1944 (190 parts)	~~$9.98~~ *$8.46*
PT72005	ISU-122 Heavy Self Prop. Gun Mod. 1944 (191 parts)	~~$9.98~~ *$8.46*
PT72006	ISU-122S Heavy Self Prop. Gun Mod. 1944 (190 parts)	~~$9.98~~ *$8.46*
PT72007	ISU-152-1 Heavy Self Prop. Gun Mod. 1944 (186 parts)	~~$9.98~~ *$8.46*
PT72008	KV-85 Heavy Tank, Mod. 1943 (174 parts)	~~$9.98~~ *$8.46*
PT72009	KV-122 Heavy Tank, Mod. 1943 (175 parts)	~~$9.98~~ *$8.46*
PT72010	BM-13N Studebaker "Katjusha", Mod. 1943 (109 parts)	~~$7.98~~ *$6.96*
PT72011	ZIS-5-BZ Fuel Truck (48 parts)	~~$7.98~~ *$6.96*
PT72012	KV-1 Heavy Tank (150 parts)	~~$9.98~~ *$6.96*
PT72013	KV-1A Heavy Tank (153 parts)	~~$9.98~~ *$6.96*
PT72014	KV-1B Heavy Tank (174 parts)	~~$9.98~~ *$6.96*
PT72015	KV-8 Heavy Flame Thrower Tank (173 parts)	~~$9.98~~ *$6.96*
PT72016	KV-1E Heavy Tank (166 parts)	~~$9.98~~ *$6.96*
PT72017	KV-2 Heavy Tank (159 parts)	~~$9.98~~ *$6.96*
PT72018	M-13 Katjusha (109 parts)	~~$7.98~~ *$6.96*
PT72019	ZIS-6 Truck, Covered (69 parts)	~~$7.98~~ *$6.96*
PT72020	BZ-35S Fuel Truck (81 parts)	~~$7.98~~ *$6.96*
PT72021	BZ-35 Fuel Truck (74 parts)	~~$7.98~~ *$6.96*
PT72023	PARM-1 Field Repair Truck (48 parts)	~~$7.98~~ *$6.96*
PT72024	PARM-2 Field Repair Truck (60 parts)	~~$7.98~~ *$6.96*
PT72029	ZIS Truck Uncovered (51 parts)	~~$7.98~~ *$6.96*
PT72032	ZIS-42 Halftruck (147 parts)	~~$7.98~~ *$6.96*

Squadron Mail Order
Dept. 22
1115 Crowley Drive
Carrollton, Texas 75011-5010
Phone Orders (972) 242-8663
Fax Order (972) 242-3775
8:30 AM to 5:30 PM C.S.T. Mon Thru Sat
E-Mail: mailorder@squadron. com
Visit us at http://www.squadron.com

72008 KV-85 H.Tank, Mod. 1943 (174 parts)

72014 KV-1B Heavy Tank (174 parts)

72017 KV-2 Heavy Tank (159 parts)

72010 BM-13N Studebaker "Katjusha" Mod. 1943 (109 parts)

72019 ZIS-6 Truck, Covered (69 parts)

Colors Of TAMIYA

The World's Best Models Deserve The World's Best Paints. Assembling the plastic parts of your kit into a completed model is only half of modeling enjoyment. Finishing the model in its proper colors, shadings and markings is what makes a great kit stand out from the rest. Tamiya's acrylic paints and finishing products are recognized as the best available and widely used by hobbyists the world over to achieve any number of realistic effects. Each of these products has been developed for extreme high quality, ease of use and long life. Both professional and beginner modelers agree, Tamiya finishing materials help them achieve museum-like results with their prized models.

New For The American Market: TAMIYA COLOR SPRAY PAINTS!

Tamiya's Spray Paints are extremely useful for painting large surfaces. The paint is a synthetic lacquer that cures in a short period of time. Tamiya Spray Paints are not affected by acrylic or enamel paints, therefore, details can be added to your painted assembly with confidence. Now available in the U.S.!

NEW: Tamiya Acrylic paints are available in 23ml (.78 oz.) and the new 10ml (.34 oz.) sized bottles.

TAMIYA

Tamiya America, Inc. · 2 Orion · Aliso Viejo · CA 92656 · 1-800-TAMIYA-A · www.tamiya.com

let your imagination

Take Off

with the new kits from Italeri

#0001 (1/72)
Spitfire Mk Vb

#0002 (1/72)
AS-332 Super Puma

#0003 (1/72)
F-100 F Twin Seater

#0005 (1/72)
KA-52 Alligator

#0006 (1/72)
A-129 Mangusta

#0007 (1/72)
H-21C Shawnee
"Flying Banana"

#0008 (1/72)
JAS-39A Gripen

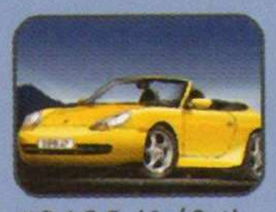
#0367 (1/35)
M-925-5t
Shelter Truck

#0368 (1/35)
Opel Blitz
"Einheitskoffer"

#0370 (1/35)
SWS with Flak 43

#0371 (1/35)
Demag D7 with
2cm Flak

#0372 (1/35)
Paladin S.P.
Howitzer



#0685 (1/24)
Porsche 911 Cabrio

#0717 (1/24)
New Western Star
5964SS

#0719 (1/24)
Australian Truck

#0720 (1/24)
New Truck
Accessories

#0859 (1/48)
OH-13S
Coast Guard

#0860 (1/48)
RAH-66 Comanche

#06017 (1/72)
Napoleonic
War Accessories

#06018 (1/72)
French Line/Guard
Artillery

#06019 (1/72)
Teutonic Knights

#06020 (1/72)
Huns
(Golden Hordes)

www.TESTORS.com

1-800-TESTORS ©1999 The Testor Corporation, an RPM Company